COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance

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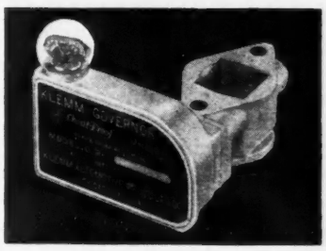

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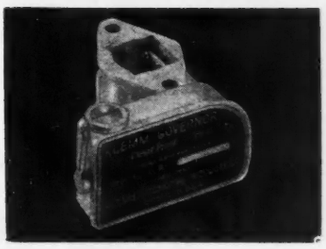

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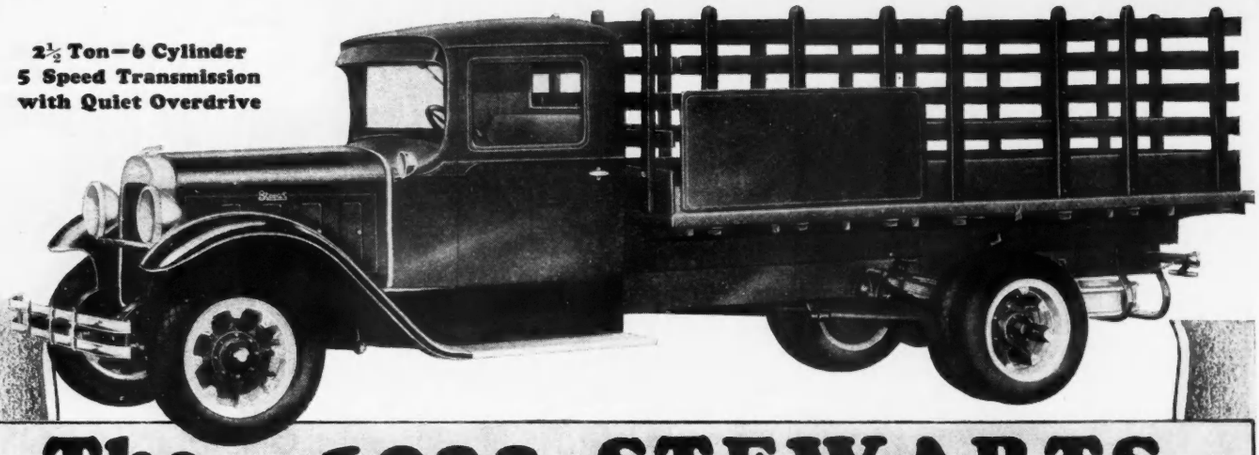

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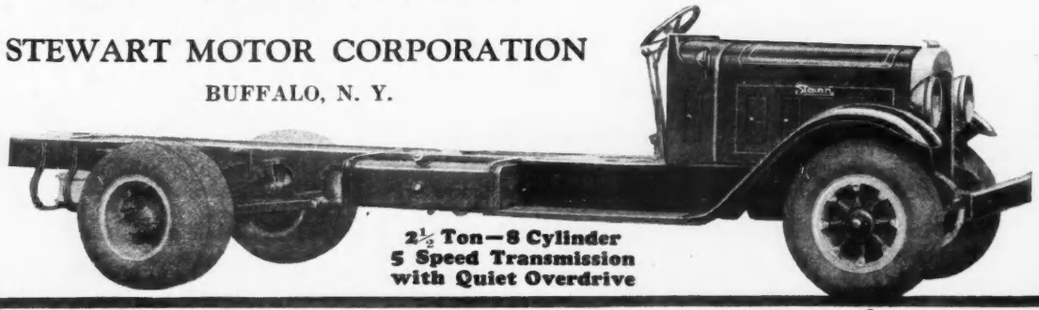

2½ Ton—8 Cylinder
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Stewart Trucks have won—By costing less to run

COMMERCIAL CAR JOURNAL

PHILADELPHIA, PENNA. APRIL, 1933 VOL. XLV. No. 2

TRUCK TRANSPORTATION AND REHABILITATION

THE truck transportation field today is ripe for a program of modernization or, as the engineers speak of it, of rehabilitation. There are 1,800,000 trucks registered that are more than five years old. These units are not instruments of economical transportation. Certainly they cannot compare with the modern transportation equipment that is engineered to meet the exacting demands of the times and is available at the lowest prices in history.

In these highly competitive and cost conscious times economical operation of transportation equipment is absolutely essential. The only way operators of antiquated equipment can attain it is to engage on a systematic program of modernization. This will put them in position to compete profitably for today's business and to handle the business revival of tomorrow.

Economical transportation depends not alone on the selection of the proper truck chassis for the job to be performed. The equipment that goes on, under and behind the truck must be given equal consideration. Special bodies, trailers, third axles, hoists and so on have been developed for the express purpose of giving the maximum amount of efficiency and economy to the transportation unit.

Any attempt at rehabilitation of transportation equipment calls for careful study of all the different types of equipment that are available. Rehabilitation or modernization does not necessarily mean complete replacement of existing equipment. It may mean simply the purchase of a new body to increase payload by reducing dead weight; the addition of a third axle to take advantage of legal restrictions; the purchase of trailers in order to do more work with a given number of trucks.

It may mean replacement; the purchase of three modern trucks to do the work, say, of five old trucks; the substitution of horses with door-to-door delivery units; the purchase of the latest equipment for coordinating a combined rail-truck freight movement; the utilization of a specially equipped truck to promote the sale of products.

But whether rehabilitation takes the form of complete replacement or mere improvement, the truck industry is prepared to serve the truck operator to the utmost. No matter what the vocation, no matter what the nature of the work to be performed, manufacturers of trucks and of special truck equipment stand ready to effect a superior condition of efficiency in highway transportation.

You will find this preparedness evident in the following pages. Study them with the idea of rehabilitation foremost in your mind.—G.T.H.

THE PURPOSE OF REHABILITATION

By A. W. Robertson

Chairman of the Board
Westinghouse Electric & Mfg. Co.
And Chairman National Committee on Industrial Rehabilitation

"THE purpose of Rehabilitation is to stimulate business and industry generally so that men may be employed and money induced into circulation. The depression drags on because men are unemployed and credit unavailable or not used where available.

"Rehabilitation strikes directly at these two issues in a sensible, business-like way. Its aim is to induce industrialists and business men generally to modernize and improve their properties now so that they may be in proper condition to handle business economically and profitably when it comes to them.

"Prices of everything are ridiculously low. Labor is more efficient than ever before. It would seem therefore that this would be the best time to repair and improve, modernize, rehabilitate, as the engineers call it.

"We can retard the arrival of good times by just the opposite action, by spending nothing even though we need something ever so badly, and waiting until better times have definitely arrived. It may be a long wait if we adopt such a policy.

"By acting wisely and courageously now we will go with the tide that leads on to fortune."

TRUCKS MEET 3.2% BEER HAULING PROBLEMS 100%

•

Chassis and bodies are available to effect modernization of transportation equipment for handling short, long and bulk-haul beer distribution

By GEORGE T. HOOK
Editor, Commercial Car Journal

BY legalizing the sale of 3.2 beer the Congress of the United States has, literally, raised the seidel and said "Here's to your health" to the motor truck industry. This toast, it has been estimated, represents a potential dollar value to the industry of 32 to 42 millions of dollars. This estimate, of course, takes in the growth of breweries that is expected to result from legalization.

Transportation is the biggest problem confronting brewers at the moment this is being written. Most of them have been caught with truck equipment that is far from modern, and practically all of them are lacking in a sufficient number of trucks to take care of the public demand for the new beverage.

The first task of brewers, after the various state legislatures have decided all the details of beer selling that are puzzling them, must be the modernization of their transportation equipment. To the local or sectional brewer this will be a relatively simple problem, but to the large brewers who will want to distribute over large areas it will be a problem requiring considerable detailed study and a thorough knowledge of all the available equipment.

The 200 or so breweries in operation at the time the beer bill was okayed by Congress are doubtless aware of the fact that inefficient transportation can wreck a balance sheet. But what they must bear in mind is that the dependence on transportation will be greater than ever before and that consequently the chances of ruining a profit showing will be greater. The demand for beer will result in a number of things which did not confront these same brewers in the days of near-beer. First, the demand will result in increased volume; second, in the organization of many new breweries (estimates range as high as 2000); third, in intense competition among the old and the new breweries, and fourth, in lower prices because of the competition. Each of these happenings will and should focus attention on transportation. If it is not efficient the increase in volume may easily result in a decrease in profits if not actually a loss.

The experience of bottlers of carbonated beverages, whose business boomed when beer was banned, should not be ignored. A survey made by their national association showed that delivery expense is the biggest account on the books with the exception of materials and that the bottler's profit lies in his ability to keep down delivery costs. According to this the most important business in which a bottler is engaged is transportation.

This attention to efficient truck transportation is necessary no matter whether the brewery hauls its beer in its own trucks or leases the trucks of some other concern. In states where legislative details regarding the sale of

This article discusses the transportation problems which face brewers and indicates the types of truck equipment that will be necessary to solve them satisfactorily.

For previous discussions of the subject of beer and trucks the reader is referred to the December, 1932, and January, 1933, issues of Commercial Car Journal. Another article is contemplated for May.

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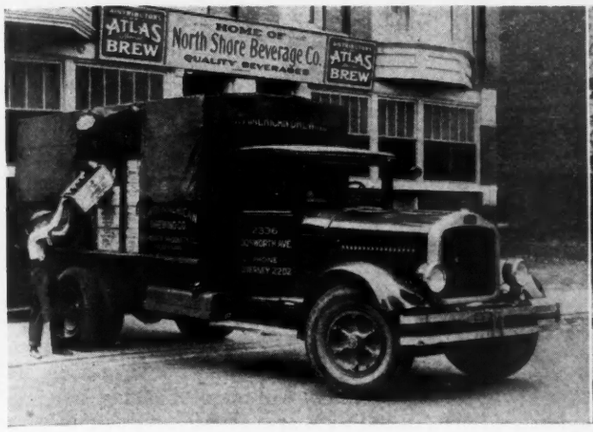
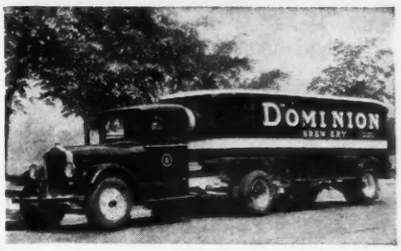
This type of body is available for hauling beer in kegs. This body on a drop-frame chassis may appear soon



Covered bodies for handling beer in bottles are necessary because of the effects of sun on unpasteurized beer

Canadian breweries are successfully using semi-trailers for hauling beer in cases. These average 8-ton loads



The Dominion and Carling trailers are identical and have a capacity of 600 quart-cases in cartons—12 tons

This high rack semi-trailer with tarpaulin protection has a load space for approximately 360 cases of 3.2

beer have not been settled, it is wise for breweries to hire trucks to handle their increased volume. Even in states where the details have been disposed of, leasing of trucks is logical until the early abnormal demand of pent-up thirsts has been quenched and the brewer has a chance to determine just what he may expect in the way of normal volume. But from then on the brewer must look to modernized equipment to handle his transportation needs efficiently.

The term modernized truck transportation naturally includes the chassis and the vocationalized bodies that go on the chassis. Of the chassis it may be said that every truck manufacturer has models which embody the most progressive ideas of engineering design. Never before has so much been available for so little.

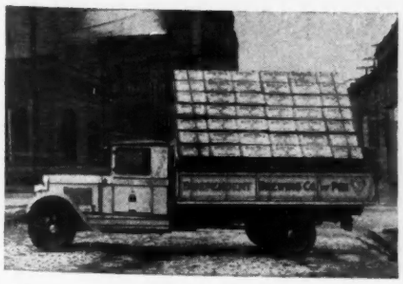
Of bodies specifically adapted to the brewing industry's immediate demands many are available and, judging from reports, many more will be on the market soon. The temporary delay on the part of most truck and body manufacturers in furnishing modern, vocationalized equipment was caused by the uncertainty among state legislatures concerning sales control legislation and because brewers, for the same reason, were undecided as to what they would require to meet their transportation problems. At one time there was some doubt whether beer would be hauled in kegs. This doubt has been dispelled. Brewers therefore are interested in bodies for hauling bottled beer in cases and beer in kegs. Covered bodies or, at least, some sort of covering will be needed to protect beer from the sun, which has a bad effect on it, particularly beer that is not pasteurized. In this connection the writer sought the opinion of the Brewing Trades Institute, New York City. He asked for authoritative answers to two particularly important questions: (1) Is it true that if bottled beer in cases is hauled in bodies that expose the beer to the sun this exposure will have a bad effect on the beer? (2) If so, what is the length of time a bottle of beer may be exposed in transit without suffering any chemical effects?

Interesting answers were submitted by W. R. Couch, a representative of the Institute, who has had experience in the truck equipment field. He wrote:

"If the beer is not pasteurized, and we have reason to believe that unpasteurized bottled beer will be sold in the future, under no conditions should it be exposed to the sun, to heat or any variation in temperature.

"As to the length of time a bottle of pasteurized beer may be exposed in transit to the sun, without bad effect, this depends upon how the beer is brewed and its ingredients, which in no two cases are the same.

"The types of bodies to be used by the brewers depend largely on whether deliveries are local, long distance or to warehouse in bulk storage. In some instances an all-welded body, similar to those manufactured by Weldmech, could be used for local deliveries pro-



Above is a 12-ft. open body used for near-beer in cases. The new brew, it is contended, will require a covering

The two views above show how one maker has adapted his bottlers' body to the special requirements of beer hauling

The adaptation has been accomplished by fitting the body with a curved roof of steel and side curtains as shown

Brewers are considering tanks to make bulk hauls. Railroad rates are much higher today than back in 1914

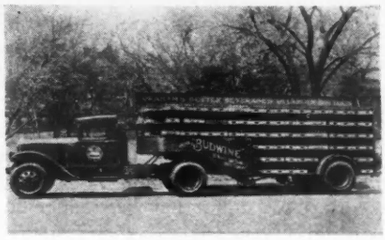
vided the top deck was also covered to eliminate sun rays.

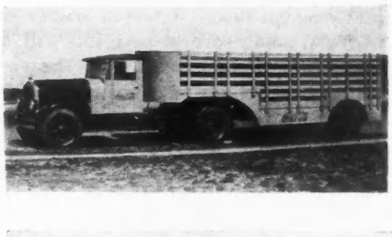
"In the majority of cases the recommendations would be a covered body with side and rear door entrances and with racks on the inside.

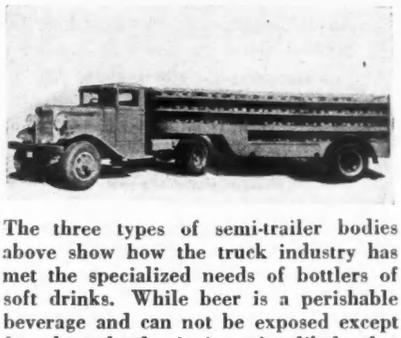
"The brewer knows his beer intimately and can best judge as to the detrimental effects of heat and sun. While it is not necessary in handling pasteurized beer to have insulated or refrigerated bodies, it would be well in all instances to have the tops painted in aluminum to reflect the sun rays. The open type of brewers' body for bottled beer has been very generally used and will probably continue to be. In extremely hot weather these bodies can always be protected with a wet or dry tarpaulin.

"The use of refrigerated bodies or refrigerated insulated containers for transporting unpasteurized bottled beer is an interesting feature to bring out to the industry.

"As to keg delivery, covered rack bodies are probable, particularly where long hauls are involved, but the open type will doubtless be most universally







The three types of semi-trailer bodies above show how the truck industry has met the specialized needs of bottlers of soft drinks. While beer is a perishable beverage and can not be exposed except for short hauls, it is quite likely that bodies of this type in altered form will be utilized

used and in extreme heat a tarpaulin utilized.

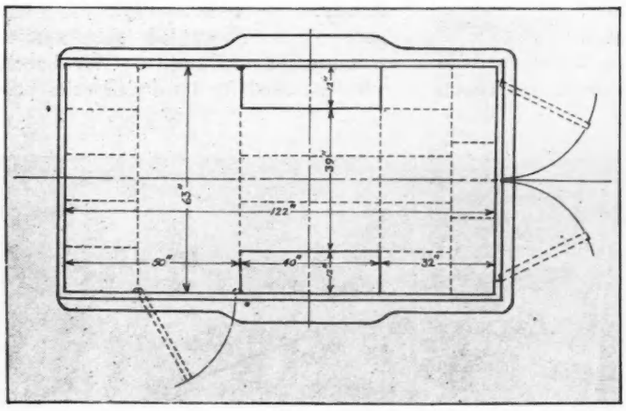
"The haulage of beer in bulk by means of tank bodies may some day be perfected. It is not so now because it necessitates storage tanks at destination. Eventually beer will be delivered in this manner where large quantities are involved. Such tanks, of course, would have to be thoroughly insulated and arranged with a pressure system to retain the carbonic acid gas in the beer, and will unquestionably be equipped with pumps driven from the transmission."

As a matter of fact, the shipping of beer in bulk by means of tanks is working out satisfactorily. The Carling Brewery, Toronto, Canada, is using a Pfaudler glass-lined steel tank car having a capacity of 6000 gal. for distributing beer to various bottling plants. Inquiries made by the writer produced this information from H. R. Hanson, of the Pfaudler Co.:

"Like milk, beer must be handled carefully, because it sours readily and rather quickly. In the glass-lined tank used by the Carling Brewery the beer is kept under 20 to 25 lb. pressure all during the time that it is in transit. The tank is filled from the bottom in order to keep foaming down to a minimum. This is accomplished by gravity flow from the brewery. Air pressure is applied in emptying the tank.

"In so far as the bulk shipment of beer for the United States is concerned, we have reason to believe that the practice will be adopted now that the means for it have been made available. In the 'old days' there were only one or two breweries that had what might be called national distribution. This, of course, was bottled goods. Therefore, most brewers' efforts were restricted to local areas.

"With the progress that has been



This is a special body just designed by Batavia Body Co. to handle beer in cases. Capacity is 88 cases. Load space dimensions: 122 in. x 63 in. x 62 in. See article for more details

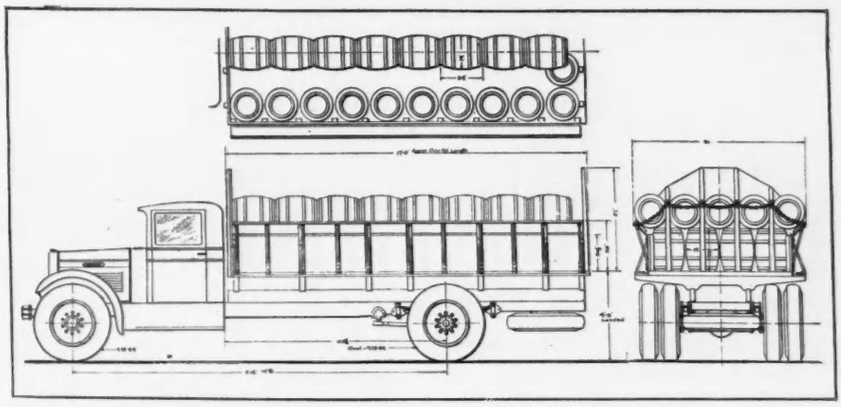
A wholesale grocery firm has been using this panel delivery body for city deliveries of near-beer. This type, with provisions for side loading, will doubtless be used extensively

made in distribution, particularly by the chain stores, beer will doubtlessly be distributed much the same as any other food product. Possibly some of the larger breweries will spot bottling plants around the country, shipping the beer to these points in bulk, thereby reducing freight costs considerably. While on the subject of freight, this item has increased in cost over what it was in pre-prohibition days, which is all the more reason for shipping beer in bulk.

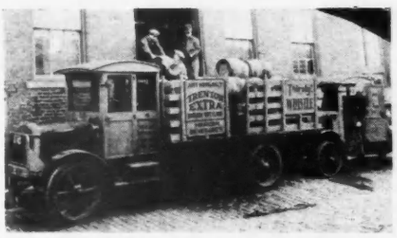
"Brewers are thinking about bulk deliveries now and the next 60 days should see concrete developments."

Both of these statements indicate that beer is to be classed as a perishable and that truck bodies, to be considered ideal, must protect the beer against the bad effects of the sun and changes in temperature. This applies particularly to bottled beer and beer in bulk. This specification the truck industry is, of course, prepared to meet because of its experience in the handling of products that require just such protection. (For examples, see pages 14, 15 and 16.) Insulated and refrigerated bodies constructed of weight-saving materials are available to meet the most exacting requirements. And of covered rack bodies and fully enclosed panel bodies there is a large variety. Examples may be found in the accompanying illustrations.

Among the illustrations will be found bodies that have been recently designed to handle beer efficiently in cases and in kegs. There is, for instance, the special bottlers' body worked out by the Batavia Body Co. It is fully enclosed with side and double-rear doors. Its capacity is 88 cases of beer. An aisle 28 in. wide is provided from the side-door opening. Rings, chain and snaps are provided to prevent cases from falling into the aisle. The interior



A little close reading will give you the dimensions of this special 80-keg capacity Brockway job



An "old-timer"—just a reminder

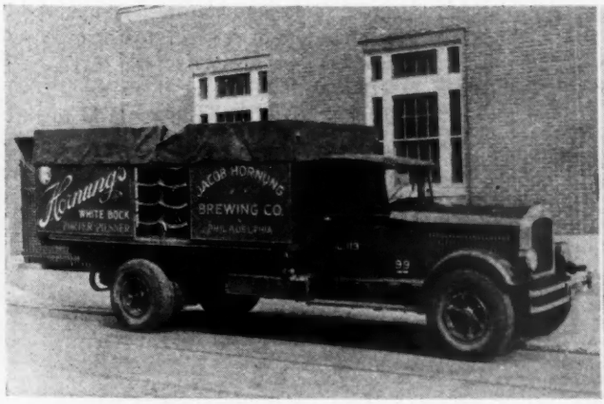
This side-door van will hold 326 full cases of beer, 24 bottles to a case, total weight of case being 50 lb.

is slatted with ⅜-in. by 3-in. slats spaced on 8-in. centers. There is an Eberhard folding step for each entrance. The beer case dimensions used were: length, 19¼ in.; width, 12 in.; height, 10¼ in. The body loading space dimensions are: length, 122 in.; width, 63 in.; height, 62 in.

For beer in kegs Brockway has designed a brewers' body that is a heavy-duty flareboard express with solid headboard and high stakes at rear. It is designed to properly load 40, 60, 80 or 100 kegs (half-barrels) depending upon the size of chassis. A single half-barrel (full) weighs 195 lb. It is 24 in. long and 19 in. in diameter.

(Note—The weight of a full barrel of beer is 355 lb.; half-barrel, 195 lb., and quarter-barrel, 105 lb. Weights of full cases vary, depending upon the type of bottle used and the construction of the case. For instance, we have before us two examples of cases for 24-pint-bottles. One weighs 50 lb. full and the other 59 lb., a difference of 20 per cent. The sizes of cases likewise vary, similarly.)

For bulk hauling, tank manufacturers are prepared to meet all needs of brewers. Glass-lined and stainless steel tanks are available in capacities ranging from 500 to 2400 gal. These are standard jobs. They come well insulated, so that the temperature of the product hauled does not vary more than several degrees on an average haul.



The platform stake with panels and top covering has been a popular body throughout the prohibition era. Brewers will use it for real beer in cases because it offers protection

Here is another form of enclosed body that has possibilities in the days to come. It is of aluminum and can carry 400 (55 lb.) cases of what you get a nickel back on the bottle for

This insulated body retains the natural heat and moisture of baked goods oven-fresh. Side-compartment for cakes

Century of Progress type using solid Co_2 is a handy unit for "hot shot" peddling at fairs and road intersections

REFRIGERATED BODIES HAVE HOT PROSPECTS

New markets, restrictions on existing markets and growth in trucking of perishables should bring results soon

BECAUSE of the large number of vocations using refrigerated truck equipment and because this equipment originates from sources—truck factories, body manufacturers and hundreds of local body builders—scattered all over the country, no statistics are available as to the number of refrigerated trucks now in use, or the annual rate of growth.

However, it is not to be denied that the growth in trucking of perishables over the highways has been considerable during the past year. And while the growth in acceptance of refrigerated trucks for handling perishables doubtless has not been as great as the growth in their trucking, these two factors are related so closely that no believer in truck refrigeration will be frozen in a bath of dichlorodifluoromethane if he chooses to declare that refrigeration equipment gained considerable during 1932. Certainly it is not to be doubted that this growth reached one equipment manufacturer's estimate of several hundred units as the annual sales potential.

So far as the immediate future is concerned, that estimate may be considered a piker's potential. On the one hand we have the new market created by the legalization of beer. As pointed out on another page most of the bottled beer that will be sold will be unpasteurized, and unpasteurized beer will flatten out under the rays of the sun and changes in temperature. So, while beer may be too highly touted as the probable saviour of many industries, its need for refrigerated—and at least well-insulated—transportation equipment is so vital to the welfare of brewers and their distributors that manufacturers of refrigeration units, refrigerants and insulating materials, and builders of refrigerated bodies may view beer as a benefactor.

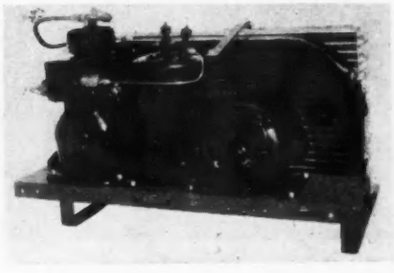
It is estimated that there are 12,000 distributors of beverages. Add to this

Kold-Hold is a storage system using an evaporator coil and compressor

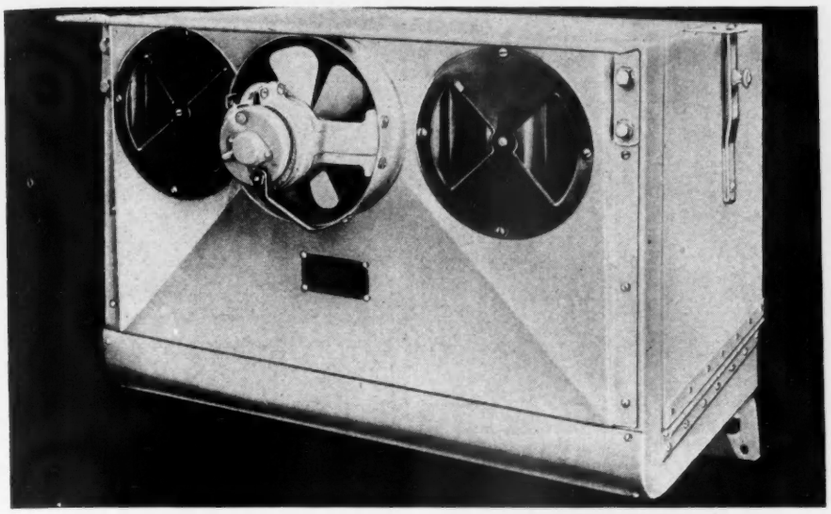
Makers of Refrigerated Body Equipment

h—Body Equipment Co., Cincinnati.
m—Copeland Sales Co., Mount Clemens, Mich.
r—Delancy Chemical Co., Philadelphia.
r—DryIce Corp. of America, New York.
c—Fitz Gibbon & Crisp, Inc., Trenton, N. J.
m—Frigidaire Corp., Dayton, Ohio.
r—Glacifier Systems, Inc. (Kold Kan), New York City.
h—Hanson, A. L. Mfg. Co., Chicago.
m—Hercules Products, Inc., Servel Div., Evansville, Ind.
h—Illinois Stamping & Mfg. Co., Chicago, Ill.
m—Kelvinator Corp., Detroit, Mich.
m—Kold Hold Mfg. Co., Lansing, Mich.
c—Mack Trucks, Inc., New York City.
r—Solid Carbonic Co., Ltd., New York.
g—Thompson & Jameson Corp., Chicago.
r—Waltham Systems, Inc., Buffalo, N. Y.
g—Whitaker-Upp Co., Kansas City, Mo.
c—York Ice Machinery Corp., York, Pa.

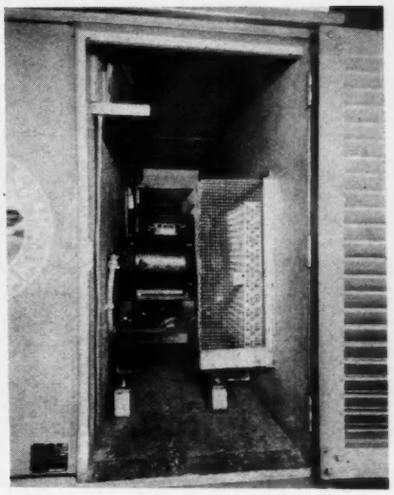
c—controlled CO_2
g—generator
h—hardware
m—mechanical system
r—refrigerant



Copeland mechanical unit is compact. Reduced height is important feature



Something new in water-ice refrigeration. See article for the details

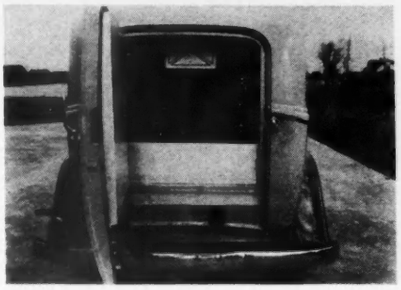


Frigidaire power-take-off unit installed. Engine drive is available

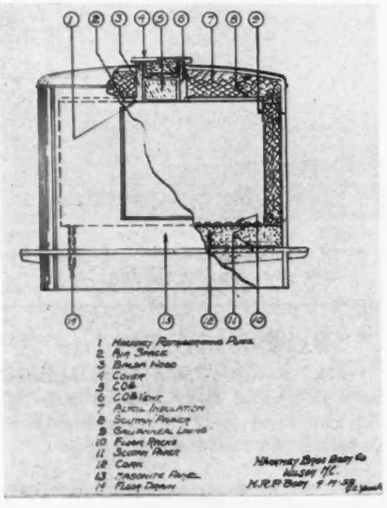
the 200 breweries now brewing and the expected addition of 1000 others—an expectation that is not made of whole froth—and you have a potential that should brew more than bubbles.

Then on the other hand we have the trend on the part of municipalities to insist that perishable food products be handled in a way most beneficial to the public interest. The most recent example of this is the ruling of the Cincinnati Health Department that after April 15, 1933, all milk hauled into the Cincinnati area must be contained in refrigerator type bodies.

And finally we have that ugly thing called restrictive truck legislation. You may call it an ill wind that blows somebody some good, the refrigeration business included. Weight limitations and higher registration fees will have the effect of forcing rehabilitation—or replacement, if you will—of the antiquated equipment that puts an undue premium on payload. These replacements will be made gradually and will be stimulated by the truck industry's ability to offer modern equipment that effects savings in dead weight to offset the restrictions, in whole or in part, and permits greater economies in operation.



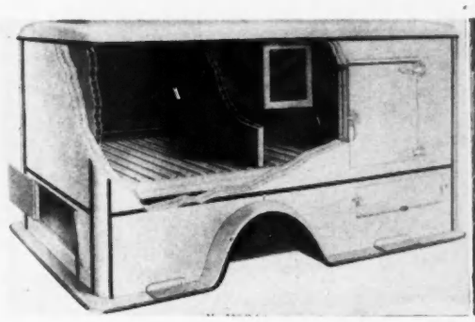
Dodge sedan with CO_2 end-loading bunker for 80 gal. bulk cream



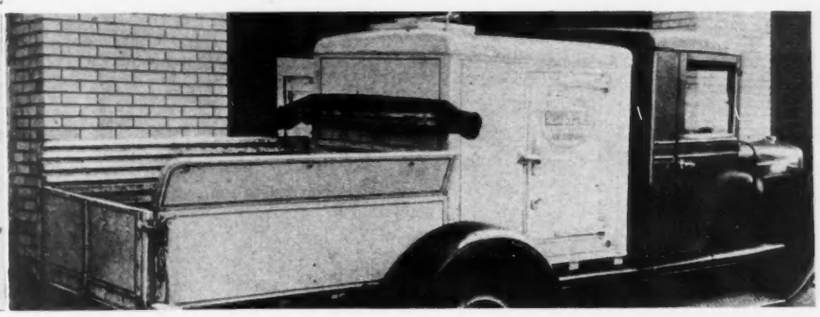
This sketch shows construction details of unit immediately below

This ability of the industry is not to be disputed. It is perfecting the use of light body materials without sacrifice of structural strength and developing the different forms of refrigeration to procure from them the maximum efficiency.

Developments are being made in all the different forms of refrigeration systems. The Mack company, determined to eliminate one of the chief drawbacks to solid carbon dioxide (CO_2)—the inability to control body temperatures—has developed a system which it calls the Statotherm—fixed heat. With this system, the company claims, temperature can be so controlled that perishables can be carried at any desired temperature. And that, moreover, there will be no greater variance than one degree from the selected temperature. This positive control is made possible through a combination of proper circulation of air within the body and a hypersensitive thermostat with electrical relay control. The insulant, usually solid CO_2 is placed in an insulated compartment located at the bottom of the truck body, where it does not interfere with loading space. The refrigerant rests on a ribbed aluminum plate, chilling it. An adjacent com-



Hercules controlled CO_2 body cutaway to show slab coil arrangement



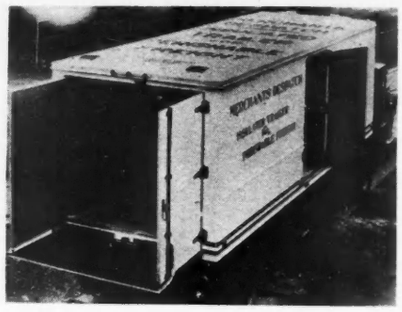
Hackney CO_2 combination open express and refrigerator body. Express compartment in rear is water-tight and measures 60 in. by 50 in.

This Hackney body uses any system of frozen brine pads or cartridges for refrigeration as sketched

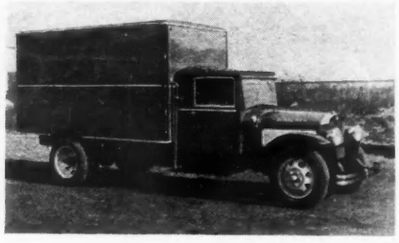
partment contains the control and electric blower equipment whereby warm air from the food compartment is blown under the chilling plate and from there back into the food compartment intermittently under the control of the thermostat. A separate blower is used to maintain circulation of air within the food compartment, thereby maintaining uniform temperature throughout the compartment at all times. The system is sketched below.

The blower idea is also used by Fitz-Gibbon & Crisp in a system which increases the efficiency of water-ice. This system, known as the Icefin water unit, utilizes a forced draft by means of a small fan. The motor on the blower will operate from the regular truck body. It is claimed that the system will maintain 42 to 45 deg. temperature with closed doors or 45 to 50 deg. in hot weather under normal operation in a special body built by this company for delivering meats, fresh fruits, fresh vegetables and other perishable foods.

Mechanical systems are also undergoing development. Copeland features a condensing unit driven by electric motor, which derives its power from a generator driven by the truck engine fan belt. It is equipped with combination AC and DC motors so that they



This aluminum body has refrigeration and hot water system for heating



Schacht milk-hauling unit having salt and ice bunker inside front

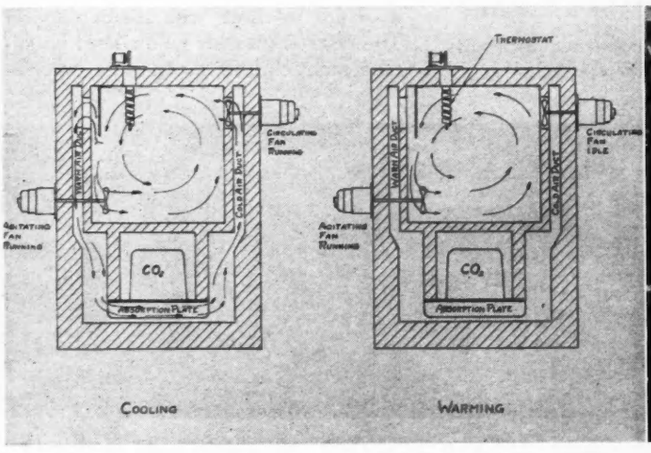
Refrigerated Bodies

Truck factories and manufacturers listed as special body makers, page 28, and also local body builders should be consulted for refrigerated bodies.

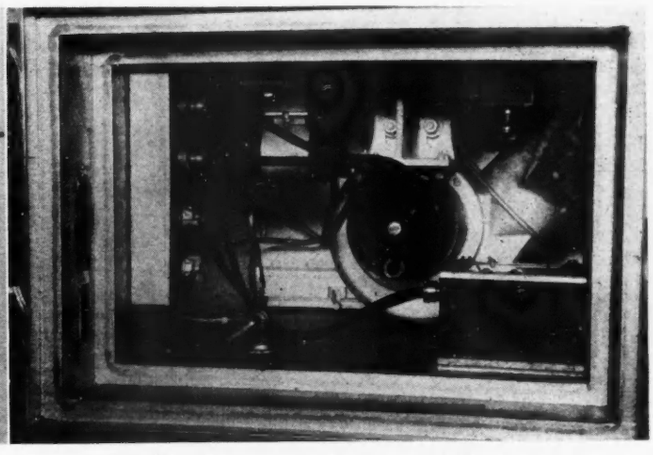
can be operated on the road from the DC generator and from either DC or AC garage lighting circuits. The company believes this to be the most flexible and satisfactory arrangement of all. The cost of this type of unit, because of the special generator for supplying current, is somewhat higher than for the gasoline-engine-driven condensing units.

Hercules Products has developed a system of CO_2 controlled temperature refrigeration. It is a double system. The primary refrigeration is accomplished by solid CO_2 and is transferred to the body through the use of the secondary refrigerating medium, methyl chloride, encased in slab type chilling units. The thermostat between slab coils and condenser may be set for automatic control of any temperature.

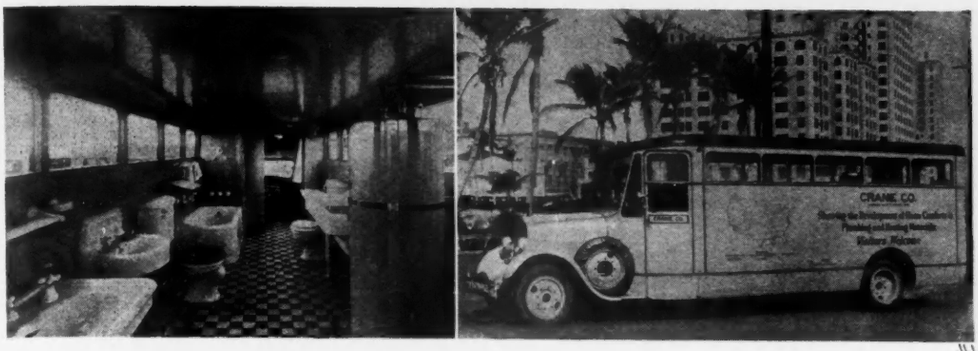
Perhaps it is not necessary to warn operators that the construction of a refrigerated body is not one that can safely be entrusted to a novice. The builders must have a technical knowledge of refrigeration problems or at least have access to the knowledge developed by others. Because of this requirement it is probably true, as one manufacturer has put it, that there have probably been more mistakes made in building refrigerator bodies than any other type.



Schematic drawing of Mack Statotherm system



View of blower compartment of Mack system



The interior view of the truck at left reveals how even the bulkier products can be attractively displayed in a special body

"Tell the World" With Sales Promotion Bodies

Modern merchandisers now use trucks equipped with displays to show their products and convey their message to customers

"TELLING the world" is a good, modern American custom. The art of advertising, of sales promotion, has been developed as nowhere else. Every available means is utilized to promote the sale of products. There's the display window and the display room. There's the billboard. There's the radio. And—

There's the motor truck—the most modern means—which makes it possible to incorporate in one vehicle all of the forms of sales promotion listed above. Take a body and fit it out and you have your display of merchandise. Paint your message on the sides of the body and you have your billboard, a better billboard than the stationary kind, because the truck moves around and goes into restricted districts with a message where a billboard is strictly taboo. Finally, equip it with radio broadcasting apparatus and you are ready to "tell it" to that part of the world in which you are particularly interested.

It is this combination of advantages that makes the motor truck an economical and positive means of sales promotion. It makes possible a direct appeal. For this reason more and more companies—large and small—are including sales promotion trucks in their advertising budgets.

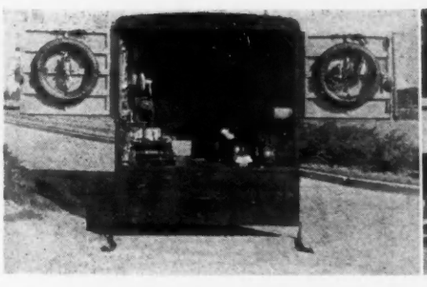
Today electric refrigerators, cooking ranges, washing machines, kitchen sinks, bathroom equipment, bread, cakes, pies, candies, fountain pens, drug sundries, hardware and whatnot are the objects of sales promotion by means of trucks.

The Westinghouse company speaks of its promotion trucks as "sample cases on wheels" which make it possible for the company to display its wares at the door of dealers "as easily as a shoe salesman shows his ware from a sample case." A motorized sample case, as Westinghouse uses it, contains two electric ranges, two washers, two vacuum cleaners, an ironer, a refrigerator and a complete line of smaller home appliances. This is as much, and sometimes more, equipment than is usually seen in the smaller electric stores.

In this case the primary purpose of the truck is to carry a complete line of merchandise to all dealers and to familiarize them with it. A secondary consideration is the possibility of holding sales clinics with dealer retail salesmen—especially the smaller dealers. For these purposes an instructor may call a meeting with several salesmen, in the truck, and he can provide them with sales points and information, using the equipment to illustrate his points. Still another use will be house-to-house sales work by leading dealers, when prospective purchasers may view and handle the merchandise. And finally Westinghouse says this:

"The truck display room is a good example of the diligent merchandising

TURN TO PAGE 42, PLEASE



An automobile maker fitted the job above with tools and sent it out to educate car dealers

This broadcasting truck proved its popularity one July 4 with 14 requests from picnic groves

WHITE

DOOR-TO-DOOR UNITS THE TREND TO DIRECT

FOR several years now, since the superior efficiency of the specialized house-to-house delivery trucks has become apparent, a gradual program of rehabilitation of transportation equipment has been going on among the vocations that have multi-stop delivery problems. The change from horse and wagon methods to motorized equipment has been particularly noticeable in the bakery and dairy fields. The dairy industry probably more than any other has, because of the exhaustive transportation studies made by large companies, been largely responsible for putting the whiffle-tree delivery method in bad odor. Dairy operators did not turn up their noses and giddap. They took on the motor truck, put it through every conceivable pace in door-to-door delivery and the results spoke for the truck and against the horse.

It is questionable whether the change from horses to motor trucks would have made the strides it has if the truck industry had not developed what was then, and still is, the most vocationalized transportation unit. Every detail of the house-to-house delivery unit's design was engineered to meet the requirements of frequent stop operation. The arrangement of driving controls and the low floor reduced driver fatigue and accelerated the rate of delivery and the quantity of products delivered. These two features, together with shorter wheelbase and consequently shorter turning radius, were the refinements added to the standard design of motor truck that enabled the motorized unit to gain an acceptance which the standard design had difficulty in doing.

Of course, since the first house-to-house unit was placed on the market some six years ago even this highly specialized type of vehicle has undergone many refinements. Today it represents not only the best elements of engineering design but the most practical features developed in the operating field.

The operator has his choice of three types of units: gas, gas-electric and electric. The manufacturer of each is best prepared to tell the merits of the respective types, some of which are pictured on these pages.

The merit of these types over the horse and wagon form of transportation remains for the cost figures of operators to prove.

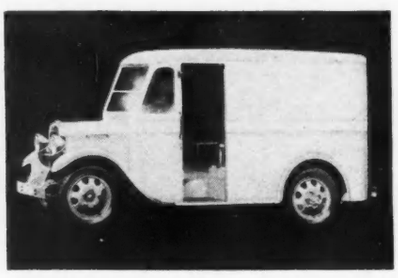
Cost figures place emphasis on efficiency because a saving of 2 mills per quart of milk delivered, let us say, may easily mean an increase of 30 per cent or more in net profit.

The horse and wagon, which is still most generally used for retail milk delivery although dwindling numerically, is more expensive than you might believe. Average cost per day for single horse and wagon routes is $2.48. This average is based on costs taken from concerns in New York, Chicago, Cleveland and New England, which ranged from $2.24 per day to $2.80. The costs included everything — barn expense, wagon expense and horse expense.

Since the time these costs were accumulated there has been a readjustment in the price of feed and hay, in the cost of labor incidental to the care of horseflesh and in the amount of wagon repairs. But even making adjustments of 50 per cent less for wagon repairs, 35 per cent less for feed, and 25 per cent less for labor, the average cost today should be about $1.96 per day. At an average of 350 points per day the cost per point would be $.0056. The cost per point is the only reliable method of comparing the horse-and-wagon and the motorized forms of transportation. Cost per day or cost per mile mean nothing because the truck is expected to—and does—perform more work.

This increased performance reflects itself in lower per point costs. For instance, using a 15-mile route for both

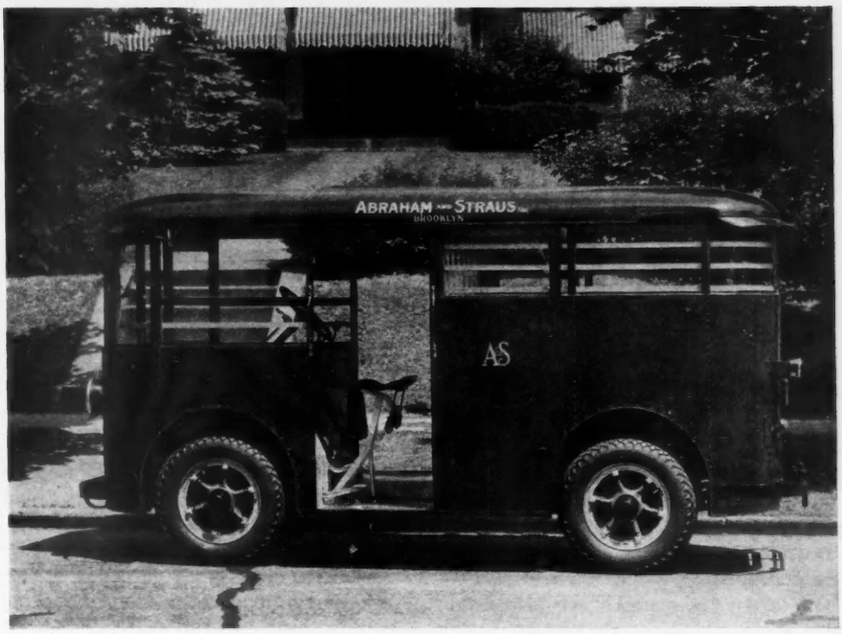
INTERNATIONAL



FEDERAL

Manufacturers of House-to-House Chassis

Chevrolet Motor Co., Detroit, Mich.
Continental-Divco Co., Detroit, Mich.
Dodge Bros., Detroit, Mich.
Federal Motor Truck Co., Detroit, Mich.
Ford Motor Co., Detroit, Mich.
Indiana Motor Truck Co., Cleveland.
International Harvester Co., Chicago.
Kenworth Motor Truck Corp., Seattle.
Reo Motor Car Co., Lansing, Mich.
Studebaker Corp. of America, South Bend, Ind.
Stutz Pak-Age-Car Co., Indianapolis, Ind.
Thorne Motor Corp., Chicago, Ill.
Twin Coach Corp., Kent, Ohio.
Walker Vehicle Co., Chicago Ill.
Ward Motor Vehicle Co., Mt. Vernon, N. Y.
White Co., Cleveland, Ohio.



Twin Coach

Promote Selling

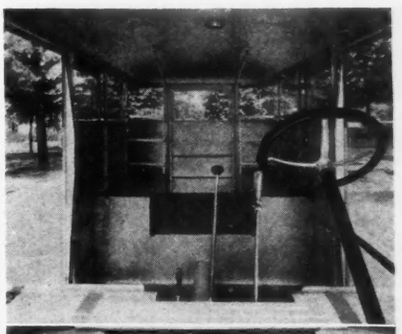
Forward-looking bakers lead the way in this "next great cycle of merchandising," utilizing superior efficiency of trucks in multi-stop work

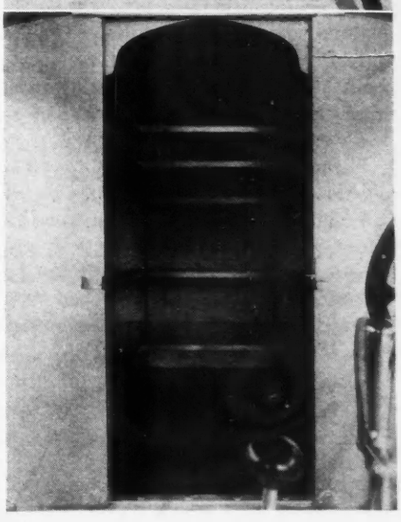
types of equipment a motorized unit would deliver 450 points per day as compared with 350 points for the horse and wagon. At a per day cost of $2.19 for the truck and $1.96 for the horse and wagon, the costs per point would be $.0049 for the truck and $.0056 for the horse. The $.0007 may not represent much of a difference to the casual glance. But in an operation selling 10,000,000 points per year at a net profit of $50,000, the saving of $.0007 per point would result in an additional profit of $7000, or 14 per cent.

In addition to its greater operating efficiency the motorized retail delivery unit is better adapted to direct consumer appeal. As a traveling store it can, because of its lowness, be entered by the customer without inconvenience, a thing impossible in the case of the horse and wagon. Because of the store-like arrangement within the truck, the customer can personally select whatever she wishes The dairy provides her with a variety of dairy products and the bakery with a variety of baked goods.

Evidence of the merit of direct consumer appeal is furnished by the experience of a western bakery which in one year built up a house-to-house trade that required more than 100 of these specialized units.

"The chain organizations," declares one manufacturer, "have placed a store on virtually every corner. Now America's forward-looking individual merchandisers are putting a store on





The two views above show interiors of several Twin Coach door-to-door units. The top view pictures the rear interior of the 96-in. wheelbase milk delivery unit. The bottom view reveals the rear interior of the 76-in. bakery delivery job. In both cases the accessibility of the load is a very noteworthy feature

Stutz

Indiana

WALKER

DIVCO

wheels in every highway and byway. The bakers are leading the way in this next great cycle of selling the consumer direct."

House-to-house units are also establishing a place for themselves in the field of parcel delivery. Department stores in the larger cities are using them advantageously in congested routes. Growth here is to be expected. When department stores begin to feel the effects of business improvement and respond to it by replacing and adding new delivery equipment they must, in order to effect the maximum efficiency, give serious consideration to the multiple-stop unit for those routes that will benefit by its specialized advantages.

These advantages, considered from the standpoint of any vocation requiring a vehicle for frequent stop service, may be summarized as follows:

1. Provides driver comfort in the form of easier riding, protection in all kinds of weather and reduction of in-and-out fatigue.

2. Saves time because the low floor enables the driver to get in and out quickly; because driving controls are handy and simplified; because it provides quick access to the load, and because the shorter wheelbase and turning radius makes for easier maneuverability and parking.

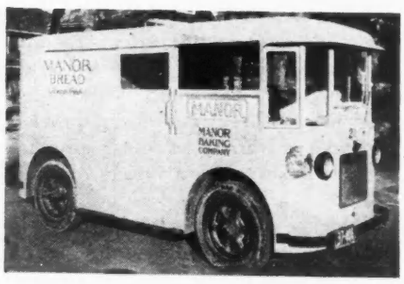
3. Develops more business by covering larger territories and consequently serving more customers per route.

4. Promotes safety because it has good visibility, a firm driving position, handy controls and easy maneuverability.

5. Provides most economical delivery because of lower operation and maintenance costs.

These advantages are available to, and may soon be properly recognized by other vocations; by wholesalers and manufacturers making store-to-store deliveries in congested districts, and by dry cleaners laundries and newspapers on certain routes.

Mechanically, the heart of the door-to-door unit is its simplified controls. A reduction in the number of operations required to start and to stop the vehicle naturally results in speeding up delivery time. The ideal control is, of course, one which performs all the required functions with one movement on the part of the driver. This ideal, single movement control is available in one make of vehicles in the form of a master pedal which functions as follows: When stopping—throws out the clutch; applies the brakes and locks them in position; throttles the engine to idling speed by means of an automatic speed regulator which is actuated by the clutch. When starting—releases the brakes; throws in the clutch; opens the throttle to the original speed set by the hand lever which automatically speeds up the engine.

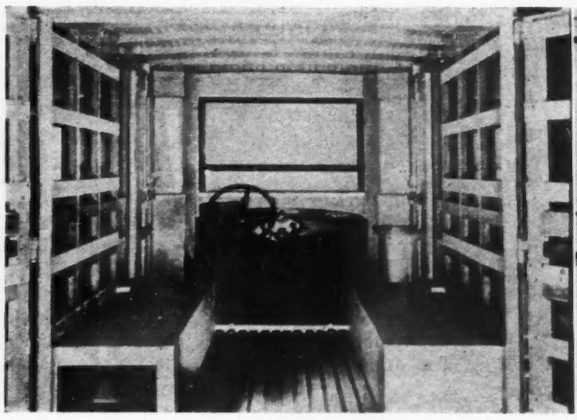


This unit is distinctly novel because it has three signs that glow with Neon. An Upp generator furnishes the power

In another make simplification is attained by means of a combined brake and clutch control. Clutch and brakes are operated by a single foot pedal providing entirely independent operation by a single movement.

Still another make utilizes vacuum clutch control, a recent engineering development, to provide completely automatic clutch operation. This feature accomplishes smooth clutch engagement, thus prolonging clutch life.

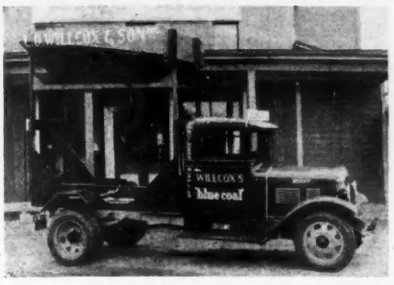
While providing the special controls for frequent starting and stopping manufacturers also furnish auxiliary controls for normal operation in going to the route and coming back from it.



Hackney Standrive body showing interior arrangement for house-to-house milk delivery

Tilting gravity type coke body hauls six half-ton lots of coke at a time

Speedier Hoists Save More Time in Dumping



Body with sloping bottom discharges without dumping when raised by hoist

CURIOUS fact, as one engineer jokingly pointed out, that dump bodies do not actually discharge their loads; they merely put the load in a position for gravity to act upon the material. Prof. Einstein and many other learned gentlemen have sought in vain the mechanism by which gravity works but it still is the most reliable force in nature.

Gravity may not change but the methods whereby it is applied to unload dump bodies have been changed. A slow-acting hoist, unsuited to its job, is so much faster than shoveling that its very slowness may be unnoticed. But dumping time is known, and specified in seconds these days. There is plenty of power in the truck engine to work any hoist and there is no reason why the load should not be dumped at any speed desired by a truck owner who will take the trouble to analyze his operations.

A hydraulic hoist which has power return as well as power hoist was developed recently. Instead of depending upon weight of the body to return it to loading position oil pressure does the work. The mechanism is a vane in a horizontal cylinder with valves and ports which apply pressure to either side of the vane, as desired. The power return may be used for loading long objects, such as planks or pipes on the body.

Gravity discharge is being used from coal and coke bodies. One type embodies a hoist which raises the body, without dumping, and the load is chuted into bags or bin, as required. Another type, illustrated herewith, remains at chassis frame level but tips to either side to assist the gravity discharge from individual bins.

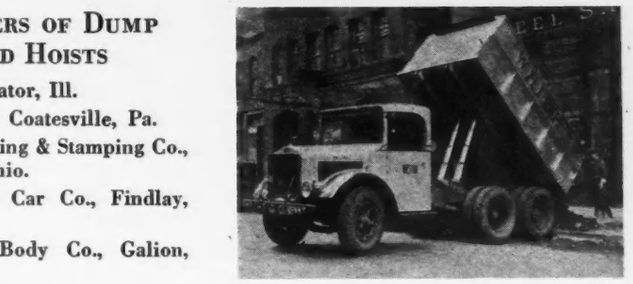
Dump bodies usually are relatively short and many makers of truck provide a special short wheelbase for dump service. However, for handling bulky materials long wheelbases and long bodies are in order. Hoist makers have arranged their hoists to handle these comparatively long bodies without trouble.

Manufacturers of Dump Bodies and Hoists

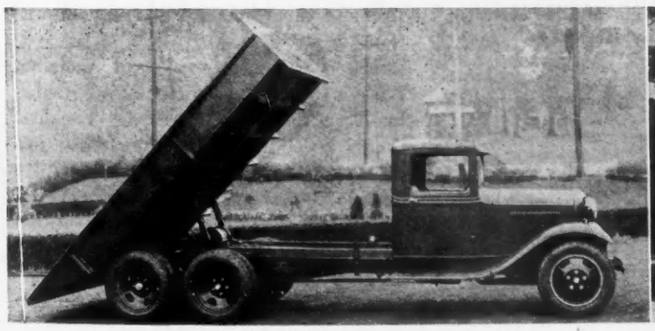
b—Anthony Co., Streator, Ill.
b—Best Body Corp., Coatesville, Pa.
b—Commercial Shearing & Stamping Co., Youngstown, Ohio.
b—Differential Steel Car Co., Findlay, Ohio.
b—Galion Allsteel Body Co., Galion, Ohio.
b—Heil Co., Milwaukee, Wis.
d—Hercules Products, Inc., Evansville, Ind.
b—Hughes-Keenan Co., Mansfield, Ohio.
b—Marion Steel Body Co., Marion, Ohio.
h—Marquette Mfg. Co., St. Paul, Minn.
b—Perfection Steel Body Co., Galion, Ohio.
b—St. Paul Hydraulic Hoist Co., St. Paul, Minn.
d—Superior Body Co., Marion, Ind.
h—Utility Trailer Mfg. Co., Los Angeles, Cal.
b—Wood Hyd. Hoist & Body Co., Detroit, Mich.

b—Both hoists and dump bodies
d—Dump bodies
h—Hoists

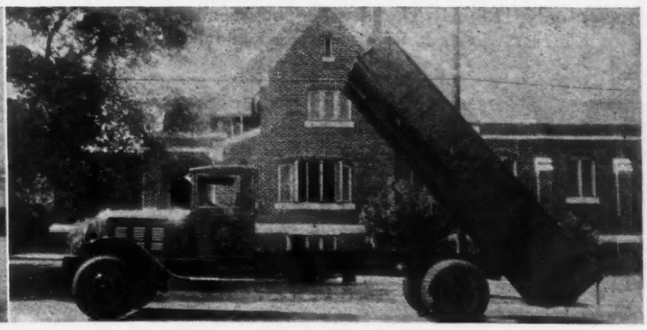
Best side dumping bodies may now be operated by power instead of by hand



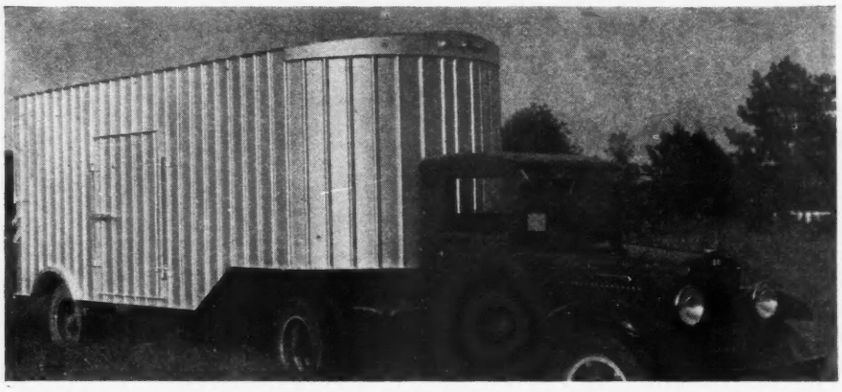
Double cylinder Heil telescoping hoist dumps heavy duty bulk fuel body



Power lowering as well as elevating features this new Hughes-Kennan hoist



Extra long dump bodies on long chassis are raised easily by modern hoists

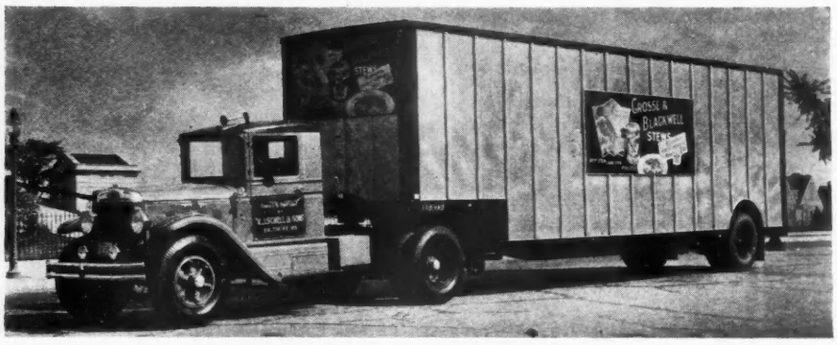


Legislative restrictions on weights have brought about a ceaseless war against excess weight with the result that a greater payload can be carried within a given weight limit. This Weldmech van body mounted on a drop frame semi-trailer has capacity of 900 cu. ft. and weighs 2900 lb. Dimensions are 20 ft. long, 90 in. wide and 84 in. high. Main structure is built of corrugated sheet steel

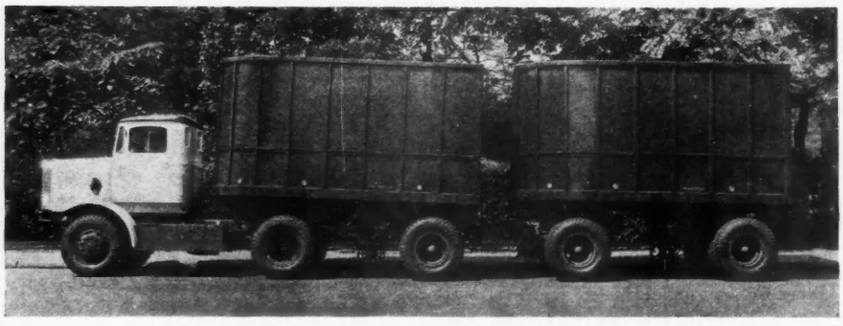
TRAILERS CHANGES

REGISTRATIONS of trailers for 1932, as quoted in the February issue, totaled 408,928, an increase of 15.8 per cent, compared with 352,495 for 1931. During the same period truck registration decreased approximately six per cent.

This increase proves again that the trailer industry is progressing during a period when many business indicators are stationary—or worse. Because a majority of registered trailers are, as pointed out in the February issue, of the light two-wheel variety as used by tourists, the increase in registrations does not show the volume of business that might be assumed from the percentage. However an increase is an increase and increases are not without significance these days.



To overcome the handicap of a very bulky load, empty tin cans in cartons, to be hauled to canneries this large Fruehauf semi-trailer job was designed. The body is built of aluminum alloy except the floor, slats and filler in the extruded section posts, all of which are of wood. The body weighs 3470 lb., compared with weight of 7000 to 7500 lb. for conventional steel body. Note the unusual use of the front end of the body as an advertising billboard



Total gross weight of 72,000 lb. can be carried by this combination within a length restriction of 40 ft. overall. The overall length of the semi-trailer and the four-wheel trailer is the same, 165 in. The wheelbase of the full trailer is 108 in., and of the tractor only 120 in. The distance between tractor driving wheels and semi-trailer rear wheels is 96 in. Payload about 24 tons. Trailers by Highway

Round nose van semi-trailer bodies are popular for freight hauling and household movings. This one by B & J

Another example (Highway) of high capacity train with limited length. Semi- and full trailer bodies are streamlined

Except for storage, as while loading at the shipping platform, a trailer can of itself perform no useful transportation function whatever. It depends absolutely upon a truck or tractor for movement which is the essential in all transportation. Therefore the trailer is an aid, an ally, in fact, as I said in my paper on trailers read before the Summer Meeting of the S.A.E. last summer, it is the partner of the truck.

Obviously therefore the trailer is used solely because it assists the truck in transporting freight and to the extent to which it helps the truck does it promote the efficiency of the combination.

There are two good and sufficient reasons why the efficiency of truck-trailer outfits has increased. The first is legislation which has forced the use of trailers in many instances and induced their application in others. Whenever a state legislature allows gross weight to be computed on the number of axles carrying the load or the distance between axles, as in the (L + 40) formula, just then does it invite the use of trailers—unless, of course, it also restricts trailers by sep-

Autocar and Highway cooperated in building this short-coupled combination

MEET CHALLENGE OF FORCED ON INDUSTRY

Engineers develop designs that overcome the restrictions set up by state legislatures. Legislation in 40 states actually favors the trailer

BY JAMES W. COTTRELL
Technical Editor, Commercial Car Journal

arate acts. The status of legislation concerning gross weights is given in the accompanying box. Four states allow gross weight to be increased with wheelbase, a provision favorable to trailers, twenty states allow a semi-trailer and tractor a greater gross weight than a four wheel truck, but no more than a six wheel truck, while 11 states permit larger gross weight for a tractor-semi-trailer unit than for six wheel trucks. Truck and four wheel trailer combinations enjoy a larger gross weight allowance than truck and semis in 25 states and the tractor, semi- and four-wheel trailer combinations are favored by 18 states. These compilations are as of November, 1932, and District of Columbia is considered as a state.

Haulers wishing to move freight in large quantities need no prodding to consider the trailer in any state which gives the trailer a higher weight allow-

MANUFACTURERS

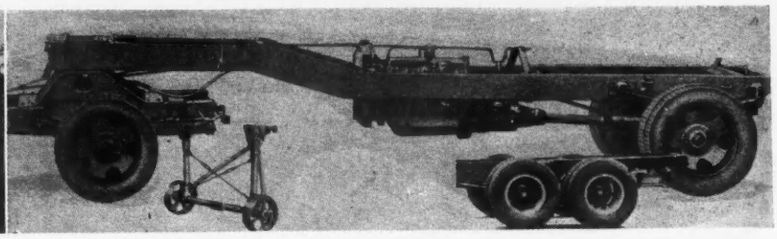
B & J Trailer Co., Chicago, Ill.
Booster Trailer Corp., Des Moines, Iowa.
Edwards Iron Works, South Bend, Ind.
Fruehauf Trailer Co., Detroit, Mich.
General Motors Truck Co., Pontiac, Mich.
Gramm Motors, Inc., Delphos, Ohio.
Highway Trailer Co., Edgerton, Wis.
Kentucky Wagon Mfg. Co., Louisville, Ky.
Kingham Trailer Co., Inc., Louisville, Ky.
Mack Motors, Inc., New York City.
Mechanical Handling Systems, Detroit, Mich.
New Comer Trailer Mfg. Co., Los Angeles, Calif.
Reo Motor Car Co., Lansing, Mich.
Stoughton Co., Stoughton, Wis.
Trailer Co. of America, Cincinnati, Ohio.
Utility Trailer Mfg. Co., Los Angeles, Calif.
Whitehead & Kales Co., River Rouge, Mich.

Within 60,000 lb. gross weight this G M T drop frame semi-trailer tank carries 4500 gal. (38,000 lb.) of oil

Large van bodies on semi-trailers are designed with tractors to appear as a single vehicle. Trailer by Highway

Pear-shaped dumps (Mack), each carrying 10 tons, lower center of gravity on loads of bulk cement or loose sand

Marmon-Herrington tractor and four-wheel pole trailer loaded with 16 tons of poles during tests for service in the Syrian desert hauling pipe for the Iraq Petroleum Co.



This semi-trailer carries its own engine, transmission and drive line to assist the tractor engine up hill or in bad going. Made by Booster Trailer Corp., Des Moines, Iowa

ance. Legislation in fact allows no choice in many instances. Combinations are permitted to weigh more than any truck no matter how many wheels, axles and tires it may carry and regardless of its dimensions.

In direct contrast with this situation is the result of regulations and legislation restricting the length and weight of trailers. Trailer and truck engineers have displayed much skill and ingenuity in designing vehicles to meet limitations of weight and on length. The short-coupled tractor, semi-trailer and four wheel trailer trains shown in accompanying photographs illustrate the results of their efforts. The light weight corrugated van body and the aluminum bodies embodied in the cement hauling job and the Crosse and Blackwell semi-trailer were evolved for the same purpose—more payload within legal limits.

Factory engineers having perforce a national outlook are confronted by an entire lack of uniformity in restrictions in the several sovereign states. The maximum length permitted for a single vehicle ranges from 26½ ft. in one state to 40 ft. in another. The maximum length of a combination is 30 ft. in Kentucky (which permits semi-trailer only) at one end of the scale to 80 ft. for combinations allowed in New Hampshire and other states. No one in the truck or trailer field is unaware of the fact that these limits are subject to change, and every change presents a new problem to the designer and the user of motor vehicles affected thereby. Small wonder, therefore, that trailer and truck engineers are alert, resourceful and eternally hopeful.

Trailers would be improved and applied more efficiently without the all-compelling force of legislation because of competition. At first, trailers were used where trucks could not be applied so well, such as hauling poles and pipe, in short distance shuttle service and to take advantage of early legislation favorable to vehicles with more than four wheels. During this period, any structure which would carry the load was sufficient unto the day.

To do the transportation job more efficiently trailers were improved. They have been made both stronger and lighter at the same time by applying automotive engineering principles and, in many instances, by use of light weight materials including aluminum alloys and thin sections of sheet metal in both chassis and bodies. The result is that trailer weight is a smaller percentage of payload weight than ever before. For large loads, this means that more payload can be carried within legal limits, and for light or heavy loads it means more efficiency.

Legislation is favorable to the use of trailers in several states in gross weight limits less than the maximum. License fees based upon chassis weight and similar measures have resulted in the use of factory units in the 1½-ton class with semi-trailers with payload capacity ranging from 3 to 5 tons.

Within this field of the 1½-ton tractor unit with semi-trailer there has been a large and rapid development. Obviously there is keen competition among the truck manufacturers and among the trailer makers. The result has been a continued improvement not only in design but in application.

Those who, a few years ago, thought of trailers only in the shuttle service field would be amazed at some of the accomplishments of these newer combinations.

Contributing largely to efficiency in the use of trailers is the cooperation between designers of tractors, trailers and body builders. Moving vans of 1200 to 1400 cu. ft. capacity are being used and, to quote my S.A.E. trailer paper, "they are able to carry the entire furnishings of two six-room apartments, including pianos, in a single load." Van type bodies are being generally used for general freight as well as for special services such as carrying show and race horses.

Drop frame semi-trailers with tank bodies designed with them have solved many hauling problems for oil refineries. In many instances these units when used for bulk hauling are designed to carry loads right up to the limit of state regulations.

Except for loads which are too long or too bulky for trucks of a reasonable length of wheelbase the basic advantage claimed for trailers is that they lower the cost of hauling. Mr. F. J. Scarr quoted figures in the Transportation Club of Toronto (which I quoted in the S.A.E. paper) as 46 cents per hundred pounds for l.c.l. door-to-door service for one hundred miles by 5-ton truck, 33 cents by 5-ton truck and trailer and 25 cents by tractor, semi-trailer and full trailer.

State Regulations Are Favorable to Trailers

MANY states have enacted laws permitting semi-trailers and combinations to carry more weight than four or six wheel trucks. In four states, Iowa, New Mexico, New York and Oregon, maximum gross weight is determined by formula which permits greater weight for vehicles or combinations with longer wheelbase.

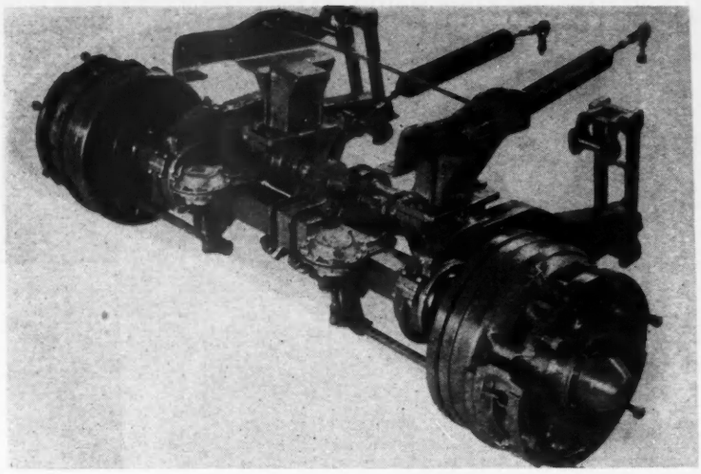
States allowing tractor and semi-trailer a larger gross weight than four wheel trucks, but not more than six wheel trucks, are: Arizona, Arkansas, California, Colorado, Connecticut, Georgia, Idaho, Illinois, Louisiana, Maine, Maryland, Massachusetts, Missouri, Nevada, Rhode Island, Utah, Virginia, West Virginia, Wyoming, District of Columbia.

States which allow a tractor and semi-trailer a larger gross weight than six wheel trucks are: Delaware, Kansas, Montana, North Carolina, Ohio, Pennsylvania, South Carolina, South Dakota, Tennessee, Washington, Wisconsin.

States which allow a truck and four wheel trailer a larger gross weight than a truck and semi-trailer or six wheel truck are: Arizona, Arkansas, California, Colorado, Florida, Georgia, Kansas, Maryland, Minnesota, Mississippi, Missouri, Montana, Nevada, New Hampshire, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Utah, West Virginia, Wisconsin, Wyoming and District of Columbia.

States which allow a combination of tractor, semi-trailer and four-wheel trailer to carry more than a six-wheel truck or a tractor and semi-trailer are: Arizona, Arkansas, California, Colorado, Georgia, Maryland, Minnesota, Montana, Nevada, North Carolina, Ohio, Pennsylvania, Rhode Island, Utah, West Virginia, Wisconsin, Wyoming and District of Columbia.

This compilation is based on restrictions as of November, 1932, published in COMMERCIAL CAR JOURNAL issue of that date.



Truxmore third axle which incorporates the T-E gravity spring suspension system. Load distribution between the axles may be adjusted

Third Axles Cater to Demands for Economy

Increased load-carrying capacity without proportionate increase in weight or cost appeals to truck operators

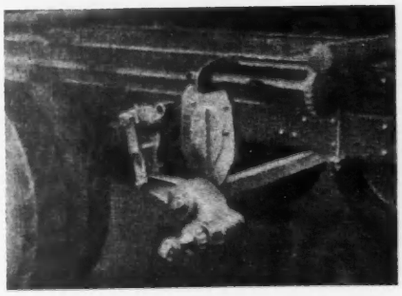
LIKE trailers, third axles were boosted by legislation early in their development. When legislators became distressed about possible damage to highways by wheel impacts they quite naturally turned to the thought that greater loads should be permitted on six wheels than on four. Whereupon it became enacted by sundry and various sovereign commonwealths that trucks possessed of six wheels could transport over the roads thereof greater burdens than trucks comprising only four wheels. Some legislatures achieved the same end by setting a limit upon weight on an axle, thus inviting manufacturers to add another axle.

Rumor has it that some of the results of not too accurately worded legislation were not what the representatives of the people intended to bring about. How much weight the extra axle should carry, if any, was overlooked, it is said. But the idea was established beyond argument.

Impelled by the legislative opportunity, makers of third axles rushed forward with equipment for attachment to trucks old or new. The principal objective was to carry more weight and therefore greater payload. Sales arguments were unanswerable. Owners were more than receptive.

MANUFACTURERS

Continuous Torque Transmission Co., Cleveland, Ohio.
Dual Duty Co., Alma, Mich.
Gear Grinding Machine Co., Detroit,
Little Giant Products Co., Inc., Peoria, Ill.
Six Wheels, Inc., Los Angeles, Calif.
Truck Attachments, Inc., New York
Truck Equipment, Inc., Buffalo, N. Y.
Trucktor Corp., Newark, N. J.
Twin-Flex Corp., Detroit, Mich.
Utility Trailer Mfg. Co., Los Angeles
Warford Corp., New York City.



Utility stub spindle model designed to carry one-third rear weight

Underlying the desire to carry larger payloads was, of course, the idea of economy. Granting that all other conditions are alike it is cheaper to move freight in large units than in small. Owners do not run heavy duty equipment because of pride but for the very practical purpose of cutting the cost of hauling.

Third axles therefore became another aid in true motor transportation engineering and in that position enjoyed the attention of experts in designing and in applying them to hauling problems. As a result third axles were improved in general design and in detail. The problems involved in distributing the weight to the driving and idle axle and, in fact, to the front axle after the axle was in place were studied on the drawing board and in the field. Tracking of the extra tires with the rear wheels of the chassis was not overlooked.

The idea of applying another axle to increase the carrying capacity of a chassis was not confined to the upper ranges of vehicle gross weights. Owners put more than rated payloads on trucks of 1½-ton capacity. Third axle adherents suggested that it would be more economical to carry the excess on an extra pair of wheels.

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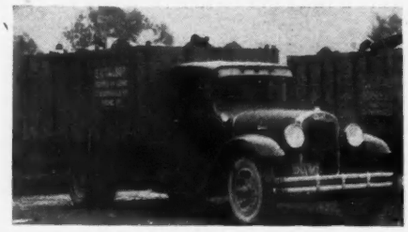


At top. A grain body carried upon the basic platform body. Above. High sides adapt the platform body to cattle hauling. At left. General purpose farm trucks are called upon to perform a wide variety of hauling jobs on the farm and to and from town. Removable sides and ends form the body

RELIEF PLANS LINE UP FARM MARKET FOR REHABILITATION

WITH corn selling at 32 cents, hailed as a high price for the season, wheat quoted at 55 cents, cattle at $4.50, and hogs at $3.95 top, farmers are in distress. Some have not the means to carry on for another season, a host of them cannot keep up mortgage and interest payments. Their plight is of national importance.

Less than two weeks after his inauguration President Roosevelt launched a farm relief program, which, as stated in his message of March 16, "seeks to increase the purchasing power of our farmers and the consumption of articles manufactured in our industrial communities, and at the same time greatly relieve the pressure of farm mortgages and to increase the asset value of farm loans made by our banking institutions."

The reestablishment of farm prices on a basis equivalent in purchasing power to prices in the pre-war period, August, 1909, to July, 1914, is declared to be the general policy of Congress in the administration farm relief bill transmitted to Congress.

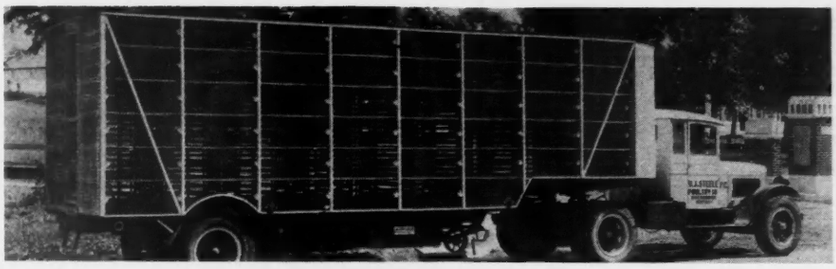
Increase in purchasing power should reflect itself in replacement of old equipment

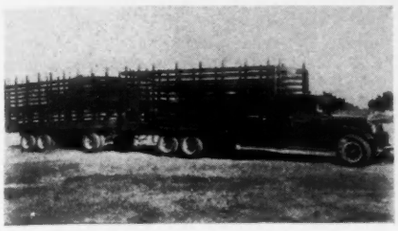
Refinancing of farm mortgages was advocated by President Roosevelt in his message of April 3 as an additional step in the program. He explained that "The legislation now pending, which seeks to raise agricultural prices . . . is not enough. In addition the Federal Government should provide for the refinancing of mortgage and other indebtedness so as to accomplish a more equitable readjustment of the principal of the debt and . . . restore to them (the farmers) the hope of ultimate free ownership of their own land."

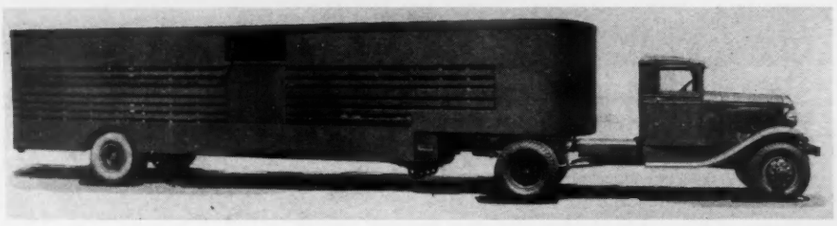
Compulsory assistance to farmers by owners of trucks and automobiles is proposed by legislation, both state and national, providing that alcohol made from agricultural products be mixed with gasoline in the proportions of 10 per cent of alcohol. News reports state that the plan is being investigated by Secretary of Agriculture Wallace, but, so far as known by the writer, the administration has made no statement of policy on the subject.

Those within, or allied with, the truck industry will watch with keen interest the extent to which the purchasing power of our farmers is increased by whatever means because in addition to the boost for general prosperity which would result therefrom the farmers themselves are known to be in need of motor equipment and/or rehabilitating the equipment they now own.

The farmer must work, whether or not he gets paid for his labor, as more than one observer has remarked. Industry may work short hours or fewer days per week, machinery may be idle, but the farmer works just as hard to grow a bushel of 30-cent corn as he







At left top. Semi-trailer with 20 ft. body hauling cotton. At top, right. Drop frame semi-trailer with welded steel body hauls 2000 chickens. At left above. Livestock is hauled at low cost by truck and full trailer, both six-wheelers. Above and at right, partly enclosed semi-trailer livestock haulers

does for a bushel for which he receives 60 cents.

High prices or low, the truck saves the farmer time and hard work, and these two are his capital which he strives to turn into money. For the thousand and one jobs about a farm, from hauling seed and fertilizer to the field in the spring to bringing in wood from the woodlot in the fall, the truck is indispensable. For carting materials from town to the farm and taking the product of the farm to market it is necessary. Farmers continue to use their trucks, and the day of replacement cannot be postponed forever.

Because the farmer has been counting pennies, trying to make ends meet, he, like others in business for themselves, is continually searching out leaks or wastes of time or money. He has no choice but to economize, to do his work efficiently.

In keeping with his needs, anticipating them in fact, the farmer looking forward to replacing his motor equipment will find makers of trucks and of special equipment have improved their product. A stock platform body with various top sections which can be placed in a few minutes, serves as a carrier of livestock, grain, baskets, etc. Many farmers who believe that they need special bodies are surprised to find out that a stock body combination meets their requirements.

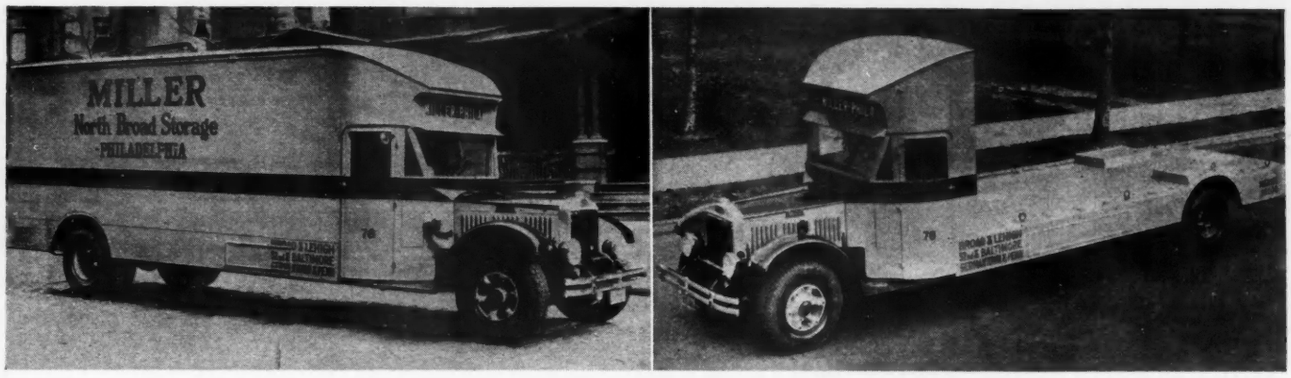
Hauling farm products to market is a major branch of highway transportation. J. W. Park, agricultural economist. Department of Agriculture, said recently that motor truck receipts of fruit and vegetables in eight important markets increased from the equivalent of 112,000 carloads in 1930 and 136,000 in 1931 to 150,000 in 11 months of 1932. The percentage of truck receipts to combined receipts rose from 25 in 1930 to 36 in 1932. Ralph P. Hotis, assistant market-milk specialist, Bureau of Dairy Industry, puts the percentage of milk received in tanks by some cities at 70 to 95 per cent. Livestock hauling by truck has attained totals which enable railroad apostles to "view with alarm."

Low-grade fruit which could not have been marketed profitably because it was of low grade has been distributed by truck peddlers, according to Mr. Park. And he goes on to show that the truck has benefited the farmer because "In the marketing of fruit the truck has opened up new market outlets and has provided a more direct route between producer and consumer in many instances."

Many keen observers of business trends believe that noteworthy changes in distribution of farm products are not far distant and more than a few of them believe that the changes will be accelerated by legislative action. With the whole country interested in raising the farmers' income it takes no crystal gazer to predict that the truck will play an important role. Ability to open new market outlets is ample reason for optimism even in these days.

Hauling livestock and poultry in large quantities calls for the use of special bodies, in most instances. As with other bulk hauling the truck owners are seeking ways of reducing the dead weight of chassis and bodies for a given payload. Typical examples of recent developments in this field are shown in the accompanying photographs.

H. W. Lindeman, Livestock hauler, Dysart, Iowa, reduces dead weight of sheep-carrying rig by using long open semi-trailer

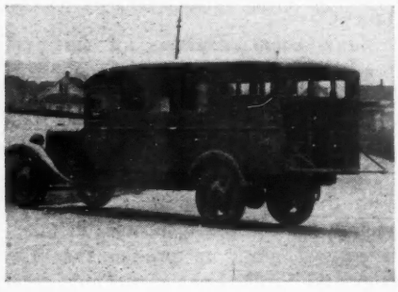


Removable sides and roof make it possible to convert this closed van into a platform truck, as at right, an open end van or open top van. Aluminum alloy was used in framework panels and permanent floor

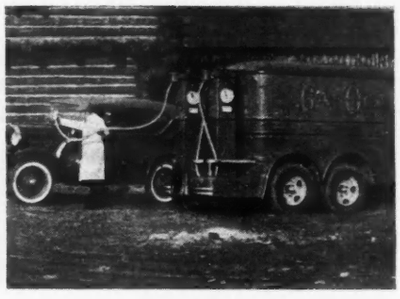
Load of bread in panel body is accessible by special sliding trays in tier

AN EXHIBIT OF

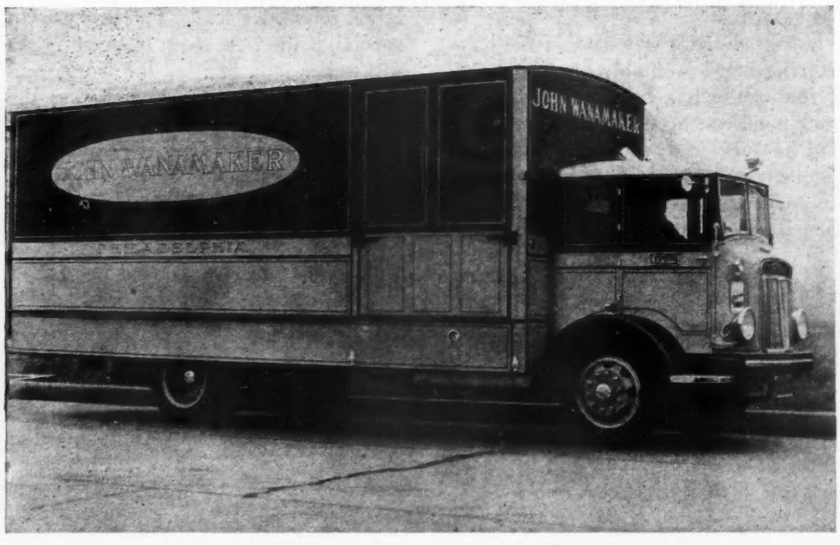
For illustrations of additional types of special bodies please turn to page 40



Engineer's survey body carries seven men plus instrument boxes and tools



Compact portable filling station serves gasoline and four grades of oil

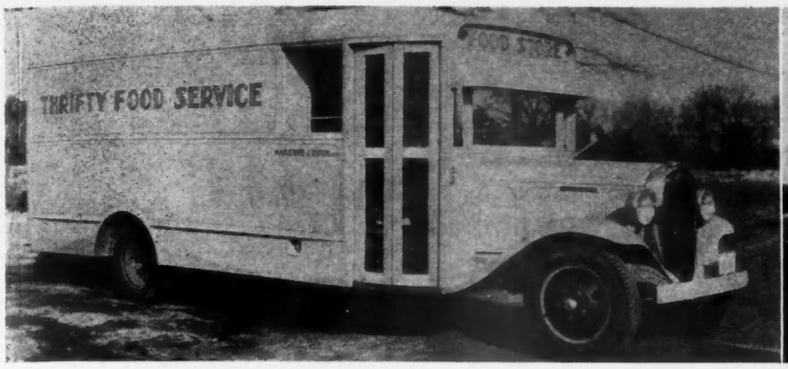


Cab mounting with engine under the seat saves 5 ft. in overall length of this van. Light on top of cab illuminates store title painted on front of body

BODY builders are meeting new problems every day in the special needs of truck owners and their skill and ingenuity are surprising even to the latter. In some cases the special body is just an added convenience or it shows slightly better economy but in others the special body is essential. Without it the job cannot be performed by truck.

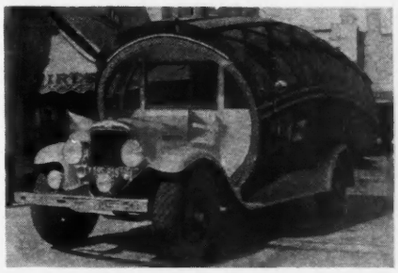
The exhibit of special bodies shows, by typical examples chosen from scores, the wide variety of bodies required to make effective use of the modern motor truck for all sorts of purposes, transportation or otherwise.

An intimate knowledge of the material to be hauled is of primary importance to the body builder as well as truck dealer. Nickels by the ton are the load of one truck shown (five cent pieces weigh 25 lb. per $100.00 worth), cut flowers wrapped in cellophane another, library books in shelves a third. Loading and unloading dominate the brick handling and low bed jobs. The van with removable sides and top, the first illustration, may be converted into four different types of hauling unit. Every detail of the Wanamaker store van was incorporated to meet specific needs of the store's delivery service.



Bodies on travelling food stores display merchandise attractively and store it compactly. Daylight entering from side and rear makes the interior more inviting. A bus type door opens on low level step.

SPECIAL BODIES

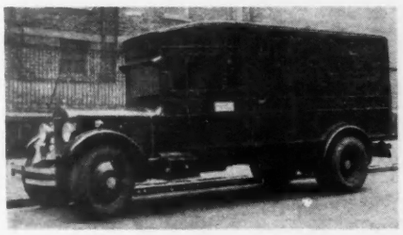


This special advertising body carries tools, etc., for repairing store signs

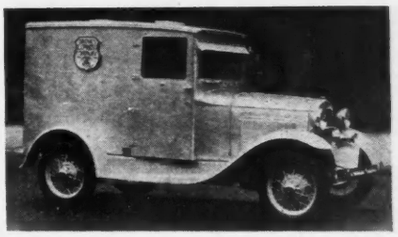
MANUFACTURERS

In almost every town of any size there is a body builder that can supply most of the special bodies described here. Physical limitations make it impossible to list the names of all such body builders. But below is a list of most of the larger companies.

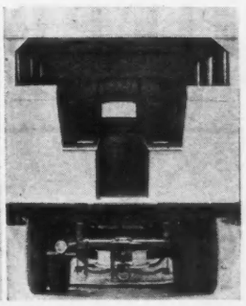
American Armor Corp., New York City.
American Body Co., Dallas, Texas.
Auto Truck Equipment Co., Pittsburgh.
Batavia Body Co., Batavia, Ill.
Bender Body Co., Cleveland, Ohio.
Defiance Co., Defiance, Ohio.
DeKalb Wagon Co., DeKalb, Ill.
Expando Co., Chicago, Ill.
Fitz Gibbon & Crisp, Inc., Trenton, N. J.
Fitzjohn Mfg. Co., Muskegon, Mich.
Fremont Metal Body Co., Fremont, O.
Hackney Bros. Body Co., Wilson, N. C.
Heil Co., Milwaukee, Wis.
Hercules Products, Inc., Evansville, Ind.
Kentucky Wagon Mfg. Co., Louisville.
Luce Mfg. Co., Lansing, Mich.
Meyer Body Co., Buffalo, N. Y.
Mifflinburg Body Co., Mifflinburg, Pa.
National Steel Products Co., Kansas City.
Standard Steel Works, Kansas City, Mo.
Stoughton Co., Stoughton, Wis.
Superior Body Co., Lima, Ohio.
Truck Equipment Co., Buffalo, N. Y.
Twin Coach Corp., Kent, Ohio.
Wayne Works, Richmond, Ind.
Weatherproof Body Corp., Corunna, Mich.
Weldmech Steel Products Co., Hattiesburg, Miss.
Welbilt Body Co., Los Angeles, Cal.
Wentworth & Irwin, Portland, Ore.
Wood Hydraulic Hoist & Body Co., Detroit, Mich.
Yankee Motor Bodies Corp., Los Angeles, Cal.
York-Hoover Body Corp., York, Pa.



One of the largest armored cars ever built, 2½ ton rating, carries nickels for the Third Ave. Railway in N. Y.

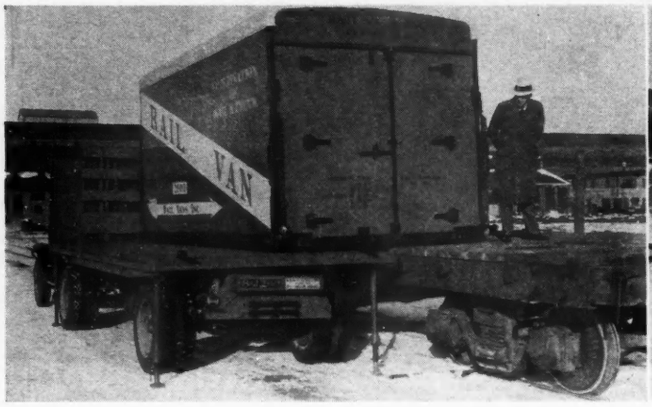


Aluminum alloy armor protects this money collection car which is mounted on a Ford light delivery chassis

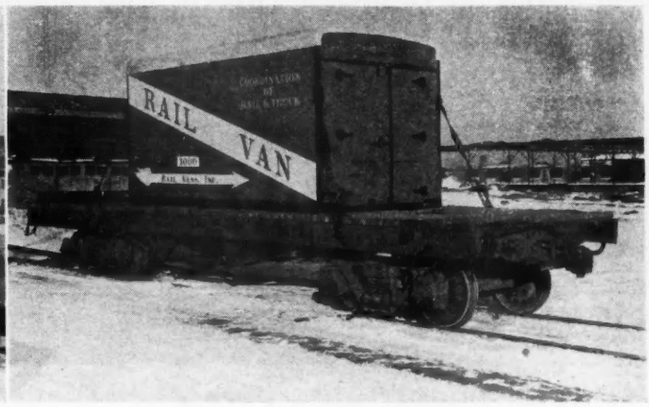


Work crew and tools for road work are carried to and from the job in Los Angeles County in a demountable body. Tool boxes are reached from the outside

Large capacity is attained by front extension on truck body and semi-trailer

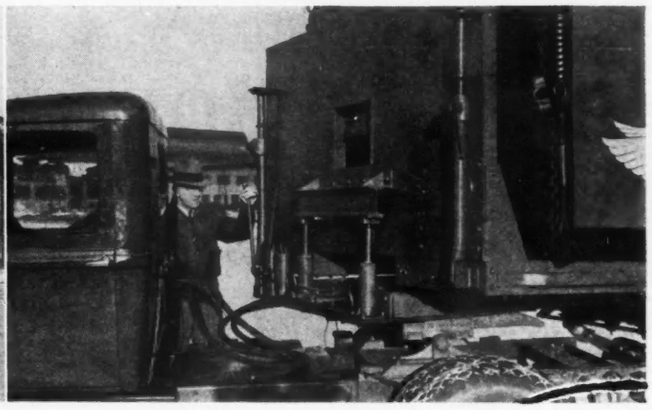


Rail van being loaded on flat car by means of rollers under each corner



The van is secured on the car by anchor chains tightened by turnbuckles

The Penna. R. R. transports demountable trailer bodies in gondola cars



Floor of the B & J trailer used with rail van is adjustable in height

RAIL-TRUCK COORDINATION DEPENDS ON SPECIAL UNITS

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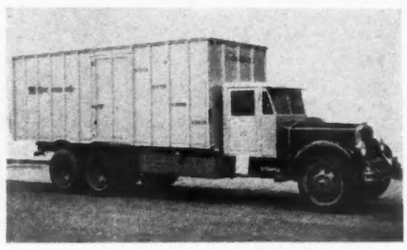
A FALLING off in business of the order of fifty per cent has placed the railroads in an unfavorable position and their difficulties have attracted the attention of many individuals and groups not primarily concerned with transportation. The Administration's rail program has made front pages despite the fact that exact details are not yet available. This is but one indication of public interest.

Running through all the discussions of the railroad situation is the question of the relationship of the rail and highway transportation systems now serving the nation. Are they deadly rivals girding themselves for a battle to the end of one or the other? Or will the railroads expand their activities and absorb motor transportation? Is it possible that rails and motors will work together to serve the public?

Cost of terminal, transfer and cartage work may be slashed by motor equipment



A heavy duty unit for common carrier service with side door type metal body

Any experienced public speaker can marshal many plausible arguments in favor of any one of these, and other conclusions, without settling the question. But through all the mass of investigation, study, analysis and argument a few facts stand out.

In coordination lies the hope of efficient transport.

"Coordination to a high degree, of rail and motor operation, should make possible an ideal form of land trans-

port, joining the flexibility of trucks in terminal operations with the low cost of road haul by rail. . . . Rail-motor coordination can best be accomplished through use and not through restriction. Thought should run along the line of rails and motors; not rails versus motors."

These statements appear in a 915 page report on "The American Transportation Problem" prepared for the National Transportation Committee by Harold G. Moulton and Associates and published last month.

The coordination proposed and advocated in the report is a conscious effort upon the management of the railroads and motor truck interests. There is a haphazard coordination every time a householder receives a box from a local hauler who has picked it up at the rail freight station. In fact, A. J. Scaife, then president of the S.A.E., stated during a session of the Summer meeting that 78 per cent of rail shipments are handled by truck on the way. But this is not the type of coordination meant in the report and advocated by others.

Coordination will encompass "setting up effective pick-up and delivery service" and the use of "auxiliary equipment along the line of containers, demountable truck bodies and trailers" to quote from the report again.

To overcome the disadvantage of loading and unloading shipments at freight stations, in addition to the loading and unloading by shipper and consignee, both rail and motor interests have thought of some form of container, much smaller than a box car, which could be loaded by the shipper, taken to the railroad and loaded on a car and then, on arrival at destination, be taken to the consignee.

Door-to-door service of this general type can be supplied by containers

Freight bodies on semi-trailers are popular with motor freight lines

Open type bodies covered with tarpaulins are used for general freight work

which are hauled to and from the railroad by trucks. Another plan involves the use of demountable truck bodies to be carried hither and yon on flat cars and a third variation is the so-called "ferry" service in which trailers are moved by rail on flat cars, being transported to and from the rail cars by tractors or trucks.

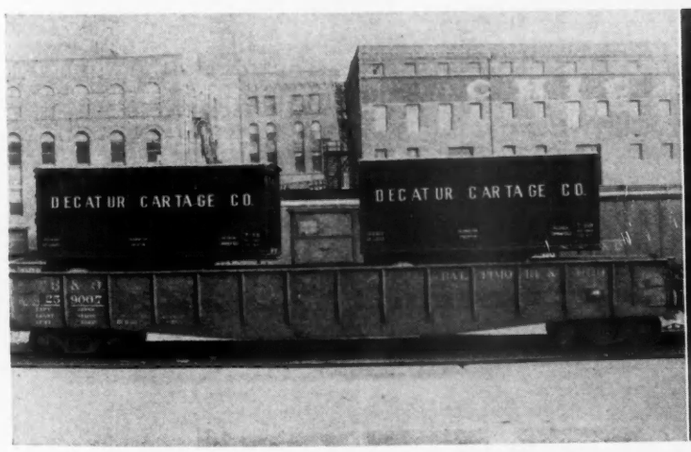
Demountable bodies and containers usually are loaded and unloaded by overhead cranes but a method of dispensing with the "skyhooks" has been developed. In this combination freight is carried in a container made of plywood which is carried on the railway on ordinary flat cars and to and from the rail line on special trailers. While mounted on the semi-trailer chassis the container is taken to the shipper for loading and then to the railroad team track for loading on a car. The trailer has an elevating platform which levels the trailer and car floors. Air operated jacks lift the container until wheels become operative and the container is then moved sidewise off the semi-trailer and on to the flat car. It is fastened in place by anchor chains, passing through stake pockets, and tightened by turn buckles. The operation can be performed by one man.

The importance of equipment which reduces handling charges at terminals is evident when these costs are compared with the rail freight charges. The previously quoted report gives a summary of an exhibit before the I.C.C. showing that terminal and transfer costs in one instance were four times the line haul costs and another study showed terminal and transfer costs to be three times as much as line haul costs. Terminal cartage costs are high and they are in addition to the rail terminal charges.

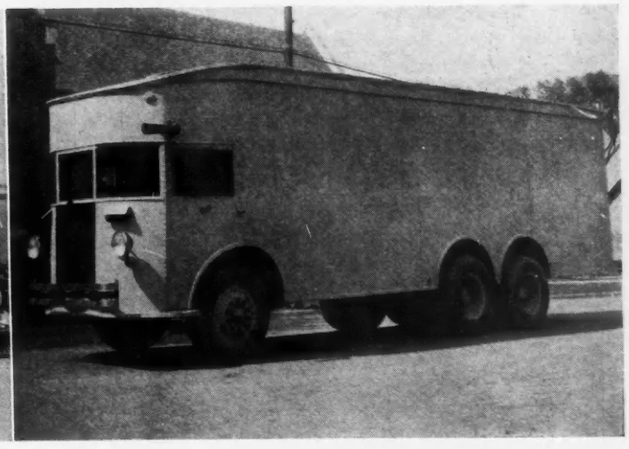
Obviously, the rail haul may be discarded altogether on certain shipments. Those of short distances, handled by railroads on peddler freight trains, may be transported from door to door by highway equipment, thus saving handling at two freight stations and in some cases saving the second handling from freight platform to car door by freight crews on small shipments. Railroads have saved much money by replacing peddler freight trains on short lines by truck service.

Direct highway service is provided by railroads, or subsidiaries, over thousands of miles of lines frequently paralleling railways. This is in competition with independent truck lines in many instances.

Whether the rail companies decide to operate their own truck equipment, lease trucks, contract their hauling or leave the field wide open for truckers equipment adapted to the purpose will be needed. Many observers look upon this coordinating equipment as one of the bright prospects for future business.



The Chicago & Alton R. R. and Decatur Cartage Co., coordinate services by means of trailers



Corbitt special bulk freight six-wheeler which combines large loading space and short length

CONSTRUCTION MUST EFFICIENTLY—WITH

Rehabilitation of special equipment necessary if our industry is to share productively in the billions proposed for public and private works to create labor

•

A CONTRACTOR, with mixed feelings of reluctance and determination, signed his resignation from his golf club, and walked from his home to the corner mail box to mail it. Explaining his action to a fellow member the next day he said, "My wife and I went over the family budget to see where we could save money. Golf club dues went overboard. But let me tell you I am doing the same thing at the office—not by tearing the organization to pieces, it has been cut to the limit, but by finding better ways of doing things. Efficiency—that's me from now on."

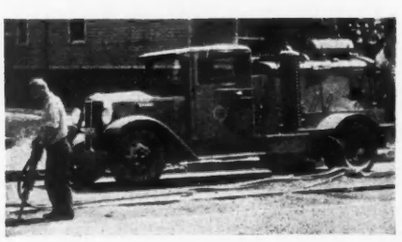
At just about the same time a speaker in a convention sixty miles away was expressing the same thought. The Association of Highway Officials of the North Atlantic States, gathered in their ninth annual session heard William Chevalier, *Engineering News-Record*, say, "In spending the normal highway revenues for the economic improvement and extension of our highway system it is our duty to do this work with the highest efficiency we can command."

Those in touch with construction work and governmental activities generally know that the highest efficiency which can be commanded these days is a very high order of efficiency indeed. Never since that day in the dim past when contracts were first awarded to the "lowest responsible bidder" has competition been so keen, the demand for efficiency so strong and the plane of achievement so high.

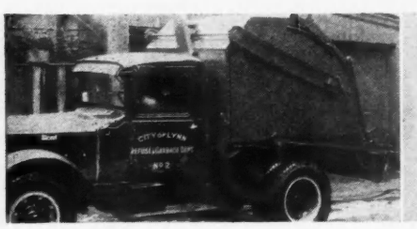
The low bid on one contract for the San Francisco-Oakland Bay bridge, which, according to the California Department of Public Works, is the "greatest single construction job to be launched in the United States this year," was more than two million dollars less than the estimated figure of nine million. A New England contractor, using concrete mixing bodies with side discharges instead of the usual paving mixer on the job, laid almost a mile and one-half of concrete road in a day, and it was two-course sheet concrete road at that. Less spectacular but none the less important are the accomplishments of thousands of public officials and contractors who have met the needs of the hour by finding ways and means to apply trucks to their tasks more efficiently.

Decreasing tax receipts have forced municipalities, counties and states to cut to a minimum the cost of ordinary running expenses but at the same time the demand for unemployment relief is overpowering. Governmental economy and relief of the unemployed may be opposites, financially speaking, but in the public mind they are co-stars.

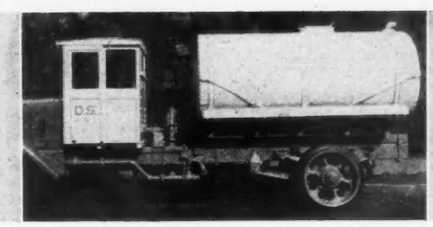
Highway construction and maintenance, at all times an important industry, now enjoys the added glory of a great employer. "Highway construction is the most effective job creator among public works," according to C. H. Moorefield, president of the American Association of State Highway Officials and he amplifies this statement by showing that "State highway programs, aided by Federal appropriations, in 1932 provided employment for more than 333,000 men directly on roads. Another 666,000 men were kept



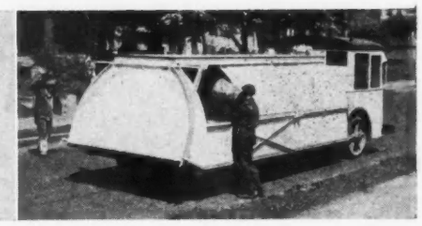
Portable air compressors are carried on trucks to street repair jobs with minimum loss of time of rig and men



Enclosed garbage bodies with automatic dump mechanism make collection of garbage an easier and less offensive task



Street flusher used by Dept. of Sanitation, New York City, embodies Chas. Hvass & Co. tank and pump on Autocar



Twin Coach low-bed front wheel drive truck with enclosed refuse or garbage body has low openings for loading

BE DONE TRUCKS

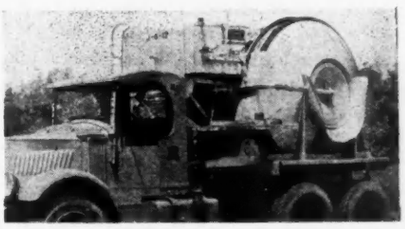
A fleet of trucks with side discharging concrete mixer bodies supplying a power-driven spreader put down almost a mile and a half of road in one day, which is equivalent to the production of three ordinary paving outfits

busy supplying materials and equipment. With dependents, State road building gave a means of livelihood to at least 4,000,000 people."

Thomas H. MacDonald, chief U. S. Bureau of Public Roads, points out that "Highway construction is the one activity that so far has held up to about the previous level, and through the efforts to extend employment, the number of men engaged in this work, directly and indirectly, has been increased in proportion to outlay."

Although Federal Aid highway projects are temporarily suspended at the time of writing (the last of March) all signs point to a huge outlay for public work during the present year and the next. Federal Aid highway projects under construction in January, 1933, totaled more than a quarter of a billion dollars, projects approved for construction amounted to forty million dollars and there was a fund of eighteen million dollars available for new projects.

"A broad public works labor creating program" was advocated by President Franklin D. Roosevelt in his message on unemployment to Congress on March 21. Details of the program were not given in that message but the amount proposed to be spent for this purpose has been variously given as between five hundred million and one billion dollars. The most recent proposal of the administration raises the total amount to two billions.

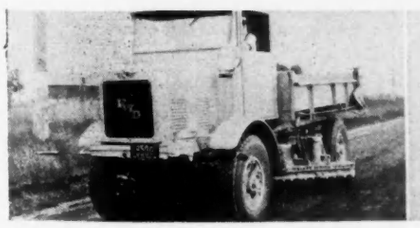


Side discharge on concrete mixer body speeds delivery of concrete for road building, laying gutters or widening

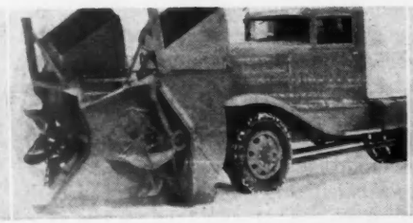
MANUFACTURERS OF EQUIPMENT

Avril Tru-Batch Concrete Co., Cincinnati, Ohio. (g)
Chain Belt Co., Milwaukee, Wis. (g)
Clinton Motors Corp., Reading, Pa. (g)
Detroit Harvester Co., Detroit, Mich. (e)
Ditwiler Mfg. Co., Galion, Ohio. (f)
Elgin Sweeper Co., Elgin, Ill. (c)
Good Roads Machinery Co., Kennett Square, Pa. (a, d, f)
Heil Co., Milwaukee, Wis. (a)
Hvass, Chas., & Co., Inc., New York City. (b, d, f)
Jaeger Machine Co., Columbus, Ohio. (g)
LaPlant-Choate Mfg. Co., Cedar Rapids, Iowa. (e)
Lee Transit Mixer Co., Indianapolis, Ind. (g)
Maine Steel Products Co., South Portland, Me. (a)
Municipal Supply Co., South Bend, Ind. (b)
Portland Concrete Machine Co., Chicago, Ill. (g)
Root Spring Scraper Co., Kalamazoo, Mich. (a, e)
Rotary Snow Plow Co., Minneapolis, Minn. (a)
Transit Mixers, Inc., Dunellen, N. J. (g)
Twin Coach Corp., Kent, Ohio. (h)
Universal Road Machinery Co., Kingston, N. Y. (f)
Utility Supply Co., Clintonville, Wis. (a, e)
Willett Mfg. Co., Grand Rapids, Mich. (a, e)

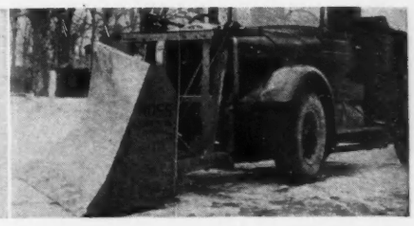
Letters at end of name indicate products the companies are specially prepared to supply, although many furnish other items as well. Key: (a) snow plows; (b) flushers; (c) sweepers; (d) oil, tar and bituminous spreaders; (e) scrapers; (f) sand and chip spreaders; (g) concrete mixers, and (h) refuse collectors.



Dump trucks with scrapers are used to advantage for both building and maintaining countless miles of dirt roads



Rotary snow rigs on four-wheel drive trucks burrow through drifts too deep for control by ordinary snow plows



Highway forces control snow by plowing from the start of the storm, thus keeping the road open for traffic

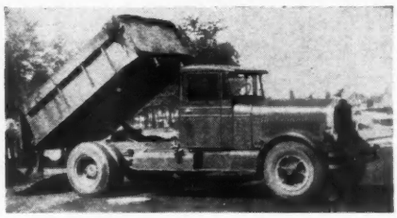
The billions in the program will, it is said, be spent over a period of several years but in any event there seems to be no reason for doubting that huge sums of money will be expended during the present year by the National Government, states, counties and municipalities for public works and the total will be swelled by expenditures for toll bridges and similar projects which are privately owned but publicly used.

Inspired by this large volume of business and spurred by the mighty force of competition, manufacturers of special equipment and of trucks have made it possible for trucks to do work as never before. They have adapted trucks to new uses, effected economies in such commonplace jobs as hauling dirt and made it possible for users to revise methods of operation—all to the promotion of efficiency.

From the starting of grading to filling in shoulders and carting equipment to another job trucks are needed on highway construction. Dump trucks are the contractor's all-purpose tool. They have always been brutes for punishment but, thanks to recent improvements, they are able to do more work and to do it better. Most of the work is done where roads will be, not where roads are. Loading under a shovel and dumping over made fill is no vacation for any truck. Auxiliary transmissions increase the range of ratios on bad going or good, high speed reverses or even two reverses cut down time backing up to mixers. Better balance or distribution of load and pneumatic or balloon tires give better roadability.

Concrete mixed at a central plant and carried in a truck body or mixed on the way in a mixer body has won approval of engineers for both highway and general construction. In highway, as in other work, use of this material has brought about changes in procedure.

The method of mixing concrete on the way to road forms, mentioned in one of the opening paragraphs, is illustrated in the upper right photograph on the second page of the article. Aggregates were unloaded at a central station and discharged into the mixer body by gravity. On the job the mixed concrete is discharged into a power-driven spreader, the truck moving forward with the spreader. The capacity of an ordinary concrete mixer is limited by the length of time specified for mixing, and, in many instances, by the trucks backing into the loading hopper. With the truck mixer set up, any desired number of trucks can be put on the job up to the capacity of the spreader. In one case trucks and one spreader equalled the capacity of three mixers.



At top. Extra heavy motor equipment is required on the Boulder Dam job; falling rocks are a constant menace

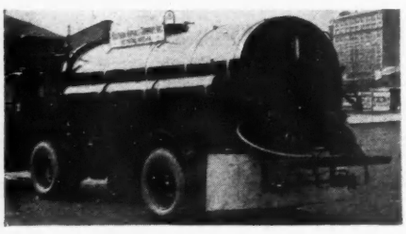
Above. Wearing surfaces of asphalt or tar material are spotted by dump jobs for ready distribution by shovellers

Low cost roads are suitable for light traffic and thousands of miles of dirt roads have been modernized by applications of oil, tar or bitumen. Trucks on this work not only transport the material but distribute it on the road surface. More even control of temperature of the oil in the tank, more efficient burners and heating flues, circulation during heating and improvements in pumps and nozzles feature recent designs of oil distributors. Roads are scraped by trucks carrying adjustable blades forward of the rear wheels and many such scrapers are applied to dump trucks.

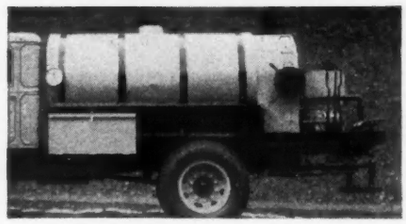
Municipalities make of trucks truly versatile maintenance tools. The combination unit just mentioned may be used for a wide variety of purposes in street and park work. Specialized vehicles are employed for some of the "public utility" phases of municipal operation. Instead of scattering dust and loose paper all over the street on ash and rubbish collection day up-to-date city departments use enclosed bodies which not only keep the contents from blowing all over creation but are much easier to load than high sided bodies. Garbage collection is no dainty occupation but special bodies and trucks make it less offensive to home owners and less expensive than more crude methods. And in the course of improvement dumping of the bodies has not been overlooked. Rear gates open fully, the dumping angle is whatever is required to move the load, no matter how "reluctant."

No one can imagine laying or repairing asphalt streets without the aid of trucks. Repairing other types of paving is expedited by the use of motor equipment. Paving breakers supplied by an air compressor carried on a truck are used for repairs and also for opening trenches for house connections. When a water main break in a large city cut off supply to several blocks in the business section the array of paving breakers summoned in the emergency sounded like a stone quarry working overtime. Several hours were saved on this job in reaching the broken section.

The first fall of snow is, like the blowing of a football referee's whistle, the signal for going into action of snow control equipment. Although there will be drifts in a heavy snow despite all efforts to the contrary the highway maintenance crews start the battle as soon as the snow is deep enough to plow. And they let up for not so much as a minute in their offensive. A couple of planks set at an angle will remove some snow but modern snow control is accomplished by more efficient machinery. Of course, the truck is the basis of the whole plan. For ordinary snow plows are attached to trucks, in many cases the construction and maintenance trucks. For heavier work special plows are carried by four wheel drive trucks and for deep snows rotary plows are empolyed. Most of the rotaries have separate power plants, in one design a radial airplane engine drives the "windmill."



Large capacity of 1800 gal. of this oil distributor is attained by carrying tank and equipment on semi-trailer



Littleford Bros. oil spreader heats oil in tank and pumping mechanism by burner discharging into return flues

Our Own Ear to the Ground Department

Automatic Tire Inflation

A Chicago manufacturer is said to be developing a device which automatically inflates tires when they fall below a set pressure figure.

"Help! Help!" Squawks the Tire

Another tire device (which is looking for a manufacturer) signals the driver that a tire needs attention. The signal is a loud and distinctive blast that can be heard above the roar of an engine. The blasting continues until something is done about the afflicted tire.

This is Filtration

An oil filtering device now on the market will soon be available in a new form. Remarkable claims, substantiated by the maker, are that the filter clarifies oil to original color and holds viscosity practically constant.

Sh-h-h-h! Another Diesel

An engine manufacturer, whose name we cannot breathe, is working on a new diesel. The truck application will require a few more months of work.

What Do You Offer?

We know an experienced truck branch manager who is going back to his home diggings on the West Coast and who would like to represent a few lines of products. He has a large fleet acquaintance and wants lines that interest fleet men.

Hi There! A New Gas Engine

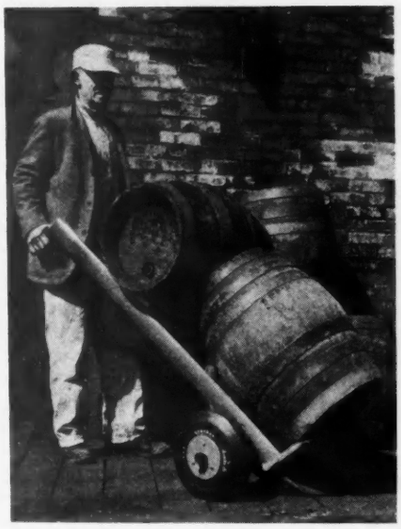
American Car & Foundry Motors will shortly announce generally a new horizontal engine which can be mounted beneath a truck frame either at the front or amidships. The engine is basically a six-cylinder type which will be mounted on its side instead of upright. An unexplained phenomenon is that the engine develops more horsepower on its side than when upright.

A Frame-Up on Frames

We now have frameless semi-trailer tanks. Soon we may have frameless semi-trailer vans. A prominent fabricator of materials is now working on the idea. The metal involved is a new stainless steel alloy with a remarkable deflection factor and structural strength that meets all requirements. From frameless semi-trailers it will be only a hop to full trailers and then a step to trucks.

Aluminum Scores—a Victory

Tests made by a large building materials company prove that there is no reason to fear destruction of aluminum alloy by abrasion. Tests were made with concrete, the aluminum alloy showing no appreciable wear. So this company plans to use aluminum alloy in a concrete mixer body.



The incentive for brewers to modernize will come from more than one direction. Above is a labor and time-saver in the form of a light, welded, tubular hand-truck mounted on General Streamline Jumbo Jr. pneumatics

●

Our Own New Deal

Commercial Car Journal's contribution to the "New Deal Era" is a complete typographic change.

Our sole aim is to make it easier for readers to read. The text type is larger—9-point on a 10-point body—than the former 8-point on a 9-point body. The head type is bolder. You can expect refinements in appearance as we work more with the new type.

In case you are interested in types, we are using what is called the Bodoni family: Bodoni Book for text matter; Bodoni for sub-headings, boxes and cut captions, and Bodoni Bold for display headings. Italics of each are used on this page. This announcement, for instance, is set in 8 pt. Bodoni Bold italic.

If Progress Doesn't Stop

We see the possibility of multiple disk brakes on wheels. Our vision is inspired by Goodyear's development for airplanes of the first hydraulic disk brake, using the metal disk clutch principle. The Goodyear brake has 350 sq. in. of braking area as compared with 72 sq. in. for the comparable size of band type brake.

Santa Claus in the Chimney

If the 18th Amendment is repealed the automotive industry need not fear that its supply of alcohol will be cut off or even cut short. A certain research laboratory (we can't mention the name because Bill's listening in) has found a magic way to make synthetic alcohol out of ordinary "flue gas"—the stuff that goes up the smoke stacks of factories in quantities.

The Overload

Tsk! Tsk! These Legislators!

A lot of us may think that gasoline is being taxed out of existence but it remained for a New Mexico legislator to complete the dyeing. He introduced a bill providing that all tax-exempt gasoline be dyed black. Inspectors may investigate the fuel in the tank of any motor vehicle to determine whether the law is being violated.

250,000 Miles on a Valve Seat

Stellite exhaust valve seats are proving themselves in actual operations. The White Company reports that, although operating under the most adverse conditions, trucks have been recorded as traveling 75,000 miles without tappet adjustments, and many have passed the startling record of 250,000 miles without valve seat grinding.

Some of Their Own Medicine

A Georgia legislator who either likes trucks or despises the railroads for the ridiculous anti-truck legislation they have sponsored, gave the railroads a dose of their own medicine. He introduced a bill providing that: locomotive speed limit be 40 miles per hour; trains come to full stop at grade crossings and be led over said crossings by a brakeman carrying a bell by day and a lantern by night; railroads redraft time tables in understandable form and terms; railroad diners be prohibited from serving eggs older than one day; overheating of cars be made a misdemeanor; upper berths be abolished, lifeboats and life preservers be carried on trains that cross rivers wider than 25 ft.

And Block and Tackle for Spare

We read that 15-in. tires of Goodyear make are used on driving wheels of an English tractor and four-wheel semi-trailer in service. Inflated at 95 lb. the rating is 8500 lb. At 105 lb. pressure they can carry 9400. Tire, tube and rim weigh 400 lb.

A Helpful Idea

Waukesha is putting a horsepower plate on its new line of engines. In addition to the customary engine data, the plate contains such specifications as octane rating, oil viscosity winter and summer, valve setting cold, maximum spark advance, maximum horsepowers at three different r.p.m.'s and governed r.p.m.

Is California in the Union?

Hasn't it ever struck you as strange that of the so-called national committees working for a solution of the rail-truck problem, not one of them has had a representative from the Pacific Coast. It's strange to us because ever since we got into the truck business we've been hearing how far ahead of the rest of the country the West Coast truck operators are. If all the things we heard were true, the Pacific Coast boys certainly could have told the committees a thing or two.—G. T. H.

COMMERCIAL CAR JOURNAL

NEWS

GENERAL

Trucks Are Not Subsidized

"Federal highway appropriations do not constitute a subsidy to commercial motor carriers on the highway," according to the report of the Special House of Representatives Committee, appointed to investigate Government competition with private enterprise. There is no subsidy, the Committee explained, "since the appropriations originated prior to the development of any appreciable commercial movement; they are made in the interest of the Nation as a whole; they off-set to some extent the Federal use of the highways; they represent the national interest in the flow of interstate commerce; and they provide a stabilizing coordinating influence in the expenditure of large sums of money."

Federal Regulation Unlikely

Regulation of interstate motor carriers is unlikely to be a part of the emergency railroad legislation which the administration is expected to forward to Congress, according to the best information now available. Consequently the importance of the regulatory bill drafted recently by the railroads, utility commissioners and the regular route truck operators association, known as the American Highway Freight Association, is somewhat dim for the present at least. This bill provides rate regulation of common and contract carriers in interstate commerce.

All Truck Parts Taxable

All the articles, excepting commercial commodities and raw materials, listed in the parts catalog of a large truck manufacturer have been ruled taxable by the Bureau of Internal Revenue, the N.A.C.C. reports. The term "commercial commodities" includes such articles as ball and roller bearings, bolts (except shackle and king bolts); nuts, washers, pipe-fittings, drain cocks, oilers, etc. The term "raw material" includes cloth, leather, and similar articles sold by the yard; and materials sold in rolls or by the foot.

Pennsy Extends D-D Service

Beginning March 20th, the Pennsylvania Railroad extended door-to-door collection delivery of freight shipments in either direction between Philadelphia, Camden, Chester, Wilmington and Baltimore and points in the Delmarvia Peninsula. Collection and delivery of local freight also were instituted simultaneously. Overnight service has been made possible between these points. Later, it is learned, this combined motor-rail service will be extended to other principal cities and communities in the Pennsylvania territory in the vicinity of Philadelphia.

Express Agency Charged

Complaint has been filed with the Interstate Commerce Commission by the American Highway Freight Association, Inc., against the Railway Express Agency, Inc., charging violation of the interstate commerce and Elkins Act by reason of the fact that lower rates are charged between certain origin and destination points for the motor hauls than for the rail hauls. The express agency under the name of Railway Express Motor Transport, Inc., operates motor vehicles as an adjunct to its purely rail lines.

14 Legislatures Adjourn

Available information on the legislation enacted in 14 states whose legislatures have adjourned their regular 1933 sessions, indicates that most of the drastic measures proposed by motor transport opponents were killed before the sessions closed. Legislatures in the following states have adjourned: Arizona, Arkansas, Idaho, Indiana, Montana, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, Wyoming, West Virginia and Georgia.

A Market for Diesels

Development of an important demand in the Philippine Islands for 2- and 3-ton trucks powered by Diesel engines is foreseen by automotive interests in the Islands, and American truck and engine manufacturers should study these prospects carefully, according to a radiogram to the Automotive Division of the Department of Commerce, from Trade Commissioner E. V. Hester, Manila. German and British manufacturers are understood to be studying Philippine market prospects.

THESE MEN WANT JOBS

Sutherland, L. E., (49) 393 Drexel Ave., Detroit, Mich. In truck business 18 years, as salesman, sales manager, district manager and branch manager. Previous to that was for 5 years traffic manager for Parke-Davis & Co. and before that with the Michigan Central Railroad, rising from freight claim agent to chief clerk. Is keen student of transportation. Understands basic principles of rate making, tariff structure and comparative cost of transportation by rail and overland. Has submitted briefs to Interstate Commerce Commission that have received favorable consideration resuling in equitable tariff revision. Feels that many fleet operators could profitably use a man of his wide experience. Available immediately. Will go anywhere.

A-16 (30) Seven years in advertising and sales promotion capacities with Cadillac, DeSoto and Federal Motor Truck Co. and other concerns. Thoroughly experienced. Capable of assuming charge of advertising activities or handling creative activities. University graduate. Will go anywhere. Available immediately.

A-12 (48) Experienced in merchandising trucks and establishing dealers throughout the United States. Twenty years experience as follows: Brockway Motor Truck Co. (8 years) assistant sales manager, sales promotion manager, district manager in charge of dealer organization; Sanford Motor Truck Co. (10 years) sales manager and New England branch manager; White Co. (2 years). Will go anywhere. Available immediately.

Davis, C. L., (39) Lecomey Plaza Apts., Phila., Pa. Four years with Republic Motor Truck Co., as special sales representative in eastern United States, Cuba and South America; 6½ years with West Philadelphia Buick Co. as retail salesman; 11 months as sales representative on retail sales promotional work for Rockne Motors Corp., Detroit, Mich.

A Free Information Service

Harvey C. Fruehauf, president, Fruehauf Trailer Co., Detroit, has organized an information service for state trucking associations to combat adverse legislative propaganda. Authoritative newspaper articles will be sent regularly to Highway Transportation Associations in practically all states. The Associations in turn will be urged to place the articles in the hands of newspaper editors in their state.

Farmers Oppose Railroads

The American Farm Bureau Federation, National Grange and the National Farmers Union have made a public statement to the effect that "no taxation or regulation should be permitted which has for its purpose any increase in cost or restriction in use in order to equalize competition between motor transportation and other forms of transportation."

The Transportation Problem

The facts in back of the recent report of the National Transportation Committee are presented in a book entitled "The American Transportation Problem," published by the Brookings Institution, Washington, D. C., which collected data for the Committee. The book, priced at $3.00, provides a comprehensive survey of the entire transportation system.

Engineering Congress Slated

The International Automotive Engineering Congress of the Society of Automotive Engineers will be held at the Palmer House in Chicago, August 28 to September 4, concurrently with the Century of Progress Exposition. The Congress will include the annual National Transportation meeting and the annual Summer Meeting.

Ethyl Goes After Business

Believing that the way to get business is to go after it with advertising, the Ethyl Gasoline Corp. has announced the biggest sales drive ever launched by it. Magazines, newspapers and bill boards will be utilized. Ethyl sees its market in the 18,000,000 vehicles on the road today that are more than two years old and whose performance has begun to slip.

S.A.E. Brake Committee

The S.A.E. Council has appointed a Brake Committee, comprised of the following men, which will develop technical information for use by state motor vehicle authorities: B. B. Bachman, of Autocar, Chairman; H. C. Dickinson, Bureau of Standards; A. F. Coleman, Socony-Vacuum; F. K. Glynn, American Telephone & Telegraph Co., and D. G. Roos, of Studebaker.

Railroad Meets Competition

Pick-up and delivery service by local truckmen on the lines of the Atchison-Topeka and Santa Fe railway, which was inaugurated in 1931, was accorded a substantial volume of traffic last year, President W. B. Storey stated in the annual report. The service, he said, has shown itself to be helpful in meeting truck competition.

Essex Commercials Appear

The Hudson Motor Car Co. is going after commercial car business with three body types on the new Essex Terraplane Six. The half-ton commercial chassis lists at $375. On this chassis, the sedan delivery lists at $545; the standard panel $530, and the cab pick-up $440.

North Carolina Truckers Win

A railroad sponsored bill to limit the length of trucks to 45 ft. and weight to not more than 10 tons was defeated by the North Carolina House of Representatives. It is the second time during the session that trucking interests won over railroad interests.

Livestock Truckers Beat R. R.s

For the first time in the history of the Union Stock Yards, Chicago, live stock delivered in motor trucks exceeded the receipts by railroads on March 8, 1933, according to the Breeder's Gazette. A total of 876 trucks unloaded more head of livestock than did 359 freight cars.

Livestock Group Objects

The American National Livestock Association criticizes the "unwarranted attacks made on the motor vehicle" and urges "Congress and the legislators of the various states not to adopt laws to govern vehicles which have for their purpose elimination of competition with the railroads."

5000 Frenchmen Can't Be Wrong

According to the Department of Commerce, the outstanding development in the French truck field has been the increasing popularity of Diesel engines. About 5000 vehicles using this method of power are now in circulation in France.

A Change of Name

The American Brake Materials Corp., manufacturer of American Brakebloks, has changed its name to that of the American Brakeblok Corp. Policy remains unchanged and so does the address—4660 Merritt Ave., Detroit.

Reciprocity Conference Asked

A joint resolution introduced in New Jersey requests the American Legislators Association to call a conference of officials of New England and Middle Atlantic states to frame reciprocal and uniform motor vehicle legislation.

Maccar Receiver Named

J. F. W. Heinbokel has been named receiver of the Maccar Truck Co. and its affiliate, the Maccar Corp., Scranton, Pa., by the United States District Court.

Andrew Cameron Pearson

Andrew Cameron Pearson, chairman of the Board of the United Publishers Corp., New York City, died at his home in Montclair, N. J., on March 31. He was 60 years old. He was one of the country's outstanding publishers of business magazines. In 1913 he was made secretary of the United Publishers Corp., and successively filled the offices of treasurer, vice-president and, since 1926, chairman of the Board of that company, whose publications include Dry Goods Economist, Iron Age, Hardware Age, Boot & Shoe Recorder, Jewelers' Circular, Distribution and Warehousing, Optical Journal, all of New York; Automotive Industries, Automobile Trade Journal, Commercial Car Journal and The Spectator of Philadelphia; and many catalogs and trade directories. He was also vice-president of the Newton Falls Paper Co.

Alfred Fellows Masury

The tragic crash of the U. S. Navy airship Akron brought to a close the career of Alfred Fellows Masury, 50, vice-president, chief engineer and director of the Mack-International Motor Truck Corp. He was one of the truck industry's most colorful figures and one of its best known truck engineers.

On the ill-fated trip of the Akron, Mr. Masury was a guest of Rear Admiral Moffett, who also went down with the dirigible. In 1929 Mr. Masury was a passenger on the Graf Zeppelin when it made an unsuccessful attempt at a trans-Atlantic flight.

Personnel

FWD Promotes Steffick

A. J. Steffick has been appointed district sales supervisor of F.W.D. Trucks for Utah, Idaho, Montana and Yellow Stone Park district. Formerly he covered the territory as a service engineer. His headquarters will be the Bannock Hotel, Pocatello, Idaho.

Briggs and Richards With Ray Day

W. L. Briggs and J. H. Richards have joined the technical staff of the Ray Day Piston Corp., of Detroit. They will work with the regular territorial representatives under the new Ray Day plan for increasing jobber sales. They will call on garages and fleet owners selected by Ray Day jobbers.

Hickey Announces Resignation

A. E. Hickey announces that he has resigned as vice president in charge of the eastern division of the Fruehauf Trailer Co. He became a Fruehauf distributor back in 1920. In March of 1931 his distributing business was purchased by Fruehauf.

Hall and Schultz Move Up

K. S. Clapp, sales manager of the United States Air Compressor Co., Cleveland, announces the following changes: W. V. Hall, assistant sales manager, assumes complete charge of Greater New York City territory; P. I. Schultz, formerly chief engineer of the company, becomes assistant sales manager and advisory engineer with a new title of sales engineering executive.

Schwank General Sales Manager

Carl W. Schwank has been made general sales manager of the R. M. Hollingshead Co., Camden, N. J., succeeding Chas. R. Sherman, vice-president and general sales manager. Mr. Schwank formerly was regional sales manager.

Perfex Names Wilson

R. W. Wilson has been appointed sales manager of the Perfex Corp., Milwaukee, Wis., maker of radiators.

New Products

Klemm Oil Filtrator

Klemm Automotive Products Co., announces a new oil filter. The Filtrator has a quartz element, called Chemistone, which is treated with certain chemicals, baked in and made a permanent part. It is a permanent unit and requires no rebuilding. The manufacturer declares it prevents "acid crankcase" and that it will last the life of the vehicle in which it is installed. It is easily cleaned by means of a convenient knob, a few turns of which causes a stiff brush to clean the entire surface of the element. Impurities can be drained out by means of a plug at the bottom of the Filtrator.

Worthington Car Washers

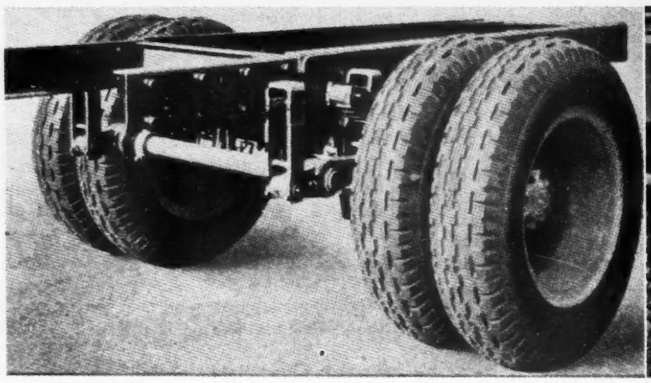
The Worthington Pump & Machinery Corp., Harrison, N. J., oldest and largest builder of pumping equipment in the country, is introducing a line of four complete car washer units. Designed as 1-Gun Standard, 1-Gun Deluxe, 1-Gun Super Deluxe and 2-Gun Super Deluxe, the units range in capacity from 4½ gallons to 12 gallons per minute. In each unit a Worthington horizontal power pump with enclosed crankcase is driven, through a silent chain, by an electric motor mounted above the pump crane.

Dill Leak Detector

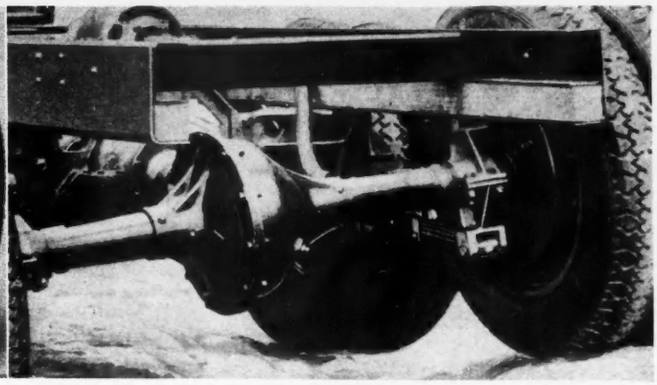
To detect leaky tire valves, the Dill Mfg. Co., Cleveland, has brought out a leak detector which "chucks" down on the valve cap and indicates by visible bubbles the existence of the slightest leak. The device is four inches long and operates with ordinary water. The appearance of bubbles in the unbreakable vial indicates a leak.

Patsch Sound Amplifier

The W. Patsch Mfg. Co., Santa Barbara, Calif., announces a sound amplifier which determines the exact location of any motor noises. The main feature is its saving of time in locating noises.



Tructor unit complete with frame extension, rocker arms and shaft and extra rear springs



Grico four wheel drive unit embodies a two-speed transfer case driving both rear axles

They pointed out that weight would be distributed to better advantage and, in many instances, they were able to offer the braking ability of two more wheels.

They made out a strong case for the truck owner who was carrying three tons on a 1½-ton truck and, as might be expected, they used the same arguments for the owner carrying three tons on a three-ton truck. To the latter they offered less chassis weight, lower first cost—both powerful pleas to those interested in economy (who isn't?).

Development and acceptance of the third axle idea continued and continues. COMMERICAL CAR JOURNAL Specifications Table shows plainly that truck manufacturers have approved the idea by building models which incorporate extra axles. In the present instance we mean third axles, the main function of which is to carry weight, not the tandem four wheel drive units. Approximately one-fourth of the six-wheel truck models listed have two-wheel drive.

The saving in first cost by use of third axles is illustrated by models of one manufacturer. A 3-ton two-wheel drive six-wheeler is listed at just more than $1000 compared with approximately $1800 for a 3-ton four-wheel truck.

THIRD AXLES CATER TO DEMANDS FOR ECONOMY

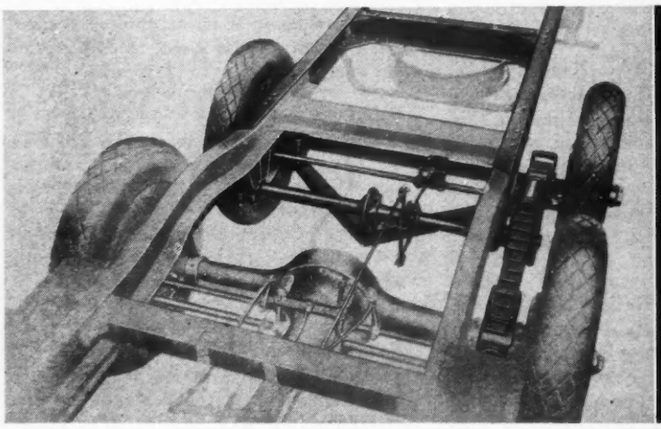
(CONTINUED FROM PAGE 25)

Although a majority of the third axle units (note that they no longer are called attachments) are of the trailer type, that is, not driven, there are exceptions. A unit in the latter class, which was recently presented, is shown in the accompanying photograph.

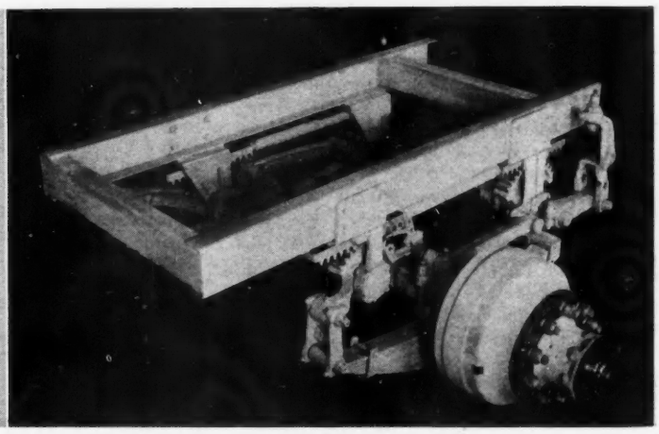
Produced by the Gear Grinding Machine Co., Detroit, manufacturers of the Rzeppa constant velocity joints, it can be applied to virtually any type of two-wheel drive truck. The Grico four-wheel drive embodies a two-speed transfer case between the two driven rear axles. From this case drive is carried forward to one axle and back to the other, through a third differential. In this arrangement the center axle (the forward driving axle) is placed with its pinion shaft pointing to the rear. Rzeppa universal joints are placed in the end of the drive line at the transfer case and on the shafts extending to the two driven axles.

The transfer case is stationary, being mounted on the frame. The axles are flexibly mounted by springs which are shackled at both front and rear. Two sets of ratios are available in the transfer case; one with 1.26 and 1.73 and the other 1.003 and 1.73. A power takeoff is provided by an extension of the top shaft in the transfer case.

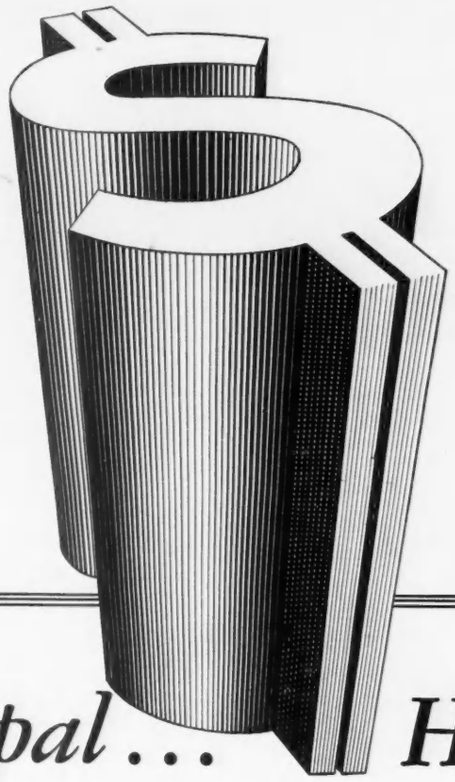
Transfer of weight from one rear axle to the other usually is accomplished by a rocker of some form. Springs may be used for this purpose by pivoting them in the middle or long or short rocker arms may be used. An interesting variation is the double rack and pinion arrangement in the "Sectorak," shown in the lower right illustration. The axle is held in position by short radius rods extending to frame brackets. When the rear end of the truck rear spring moves downward it moves a lever connected to a quadrant gear which transmits movement through a rack, bar and another rack and gear to a lever connected to the rear end of the extra rear spring, thus transferring additional weight during acceleration and braking.



Hi-Lo units with single or dual tires are made for Ford, Chevrolet or GMC 1½-ton trucks



The "Sectorak" distributes vehicle load through rear ends of springs by two racks



Safe Principal . . . High Interest

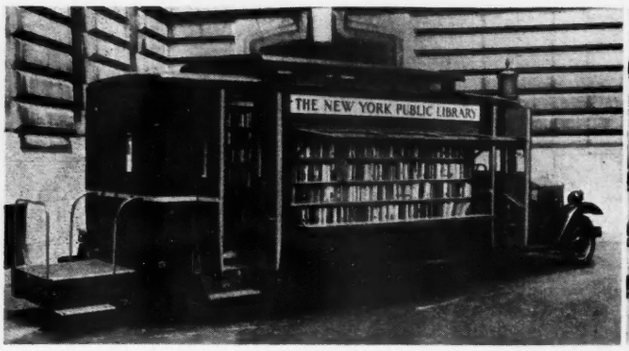
HERE'S a principal that never diminishes, that remains constant as a potent asset —the dependably good performance of Lockheed Hydraulic Brakes.

The interest is no less certain—minimum assembly cost; and easiest, most economical selling.

Security?—the best there is: the conviction of users—on good cars, trucks, buses—that Hydraulics are the ideal brakes.

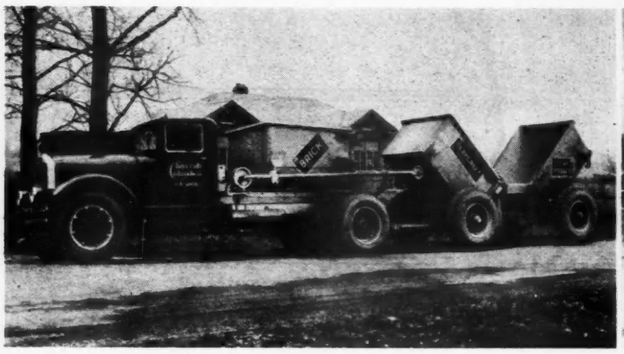
HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*



The Expando body applied to a traveling library which serves outlying districts in the Bronx, New York. The expanding section, 10 ft. long, contains double book shelves. Four tiers face outward, six face the interior

Three compartments in this body, refrigerated by solid CO_2, are filled with aluminum trays for flowers. Heat is provided from exhaust when needed. Flowers are wrapped in cellophane at greenhouse and delivered really fresh

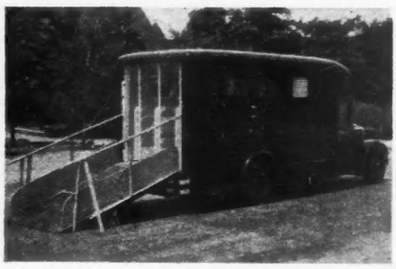


Fontaine demountable bodies, one on truck and two on the four-wheel trailer carry 6000 brick from yard to the job

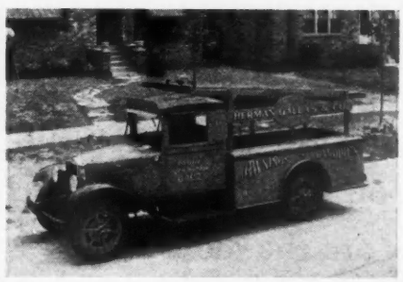
Helping Santa Claus haul toys is the job of this unusual body. It transports toys between two plants 200 miles apart

An Exhibit of Special Bodies

(Continued from page 29)

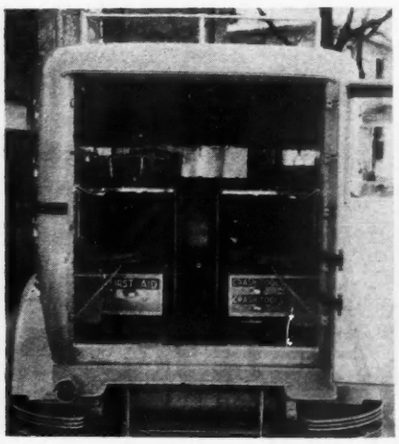


Race and show horses ride in style and comfort in modern motor vans

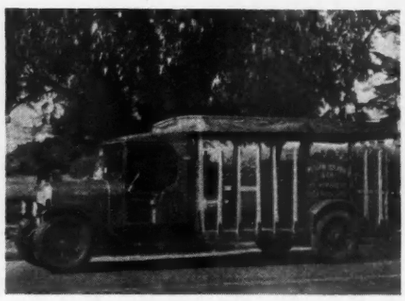


This body carries awnings and the tools and equipment for hanging them

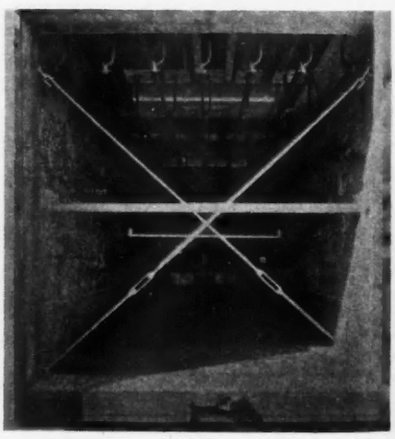
Gravity flow coal body is divided into seven compartments of 2 tons each



Ambulance body for aviation service with first-aid kit and crash tools



Low bed platform stake body eases loading and unloading of heavy freight



Refrigerated trailer body for fresh meats supports conveyor racks in top

A LEADER IN THE FOOD INDUSTRY, THE CONTINENTAL BAKING COMPANY DELIVERS MORE OF ITS WONDER BREAD ON GOODYEAR TRUCK TIRES THAN ON ANY OTHER KIND.

After all the *shouting*'s over

There is one little machine and one little test that answer all the truck tire claims

IN the tire test which Mr. Marshall witnessed, Goodyear Supertwist Cord and cord used in ordinary tires are stretched side by side in a little machine.

As the crank is turned, stretching the cords more and more, you notice that when the tension is relaxed the ordinary cord sags wearily. But the Goodyear cord rises right back into place, as if alive.

Turn the crank once too often and the ORDINARY CORD SNAPS. It is through. But watch the Goodyear cord. You crank and crank and crank, and still it keeps on stretching. When at last it too surrenders, *it has stretched up to 61 per cent farther.*

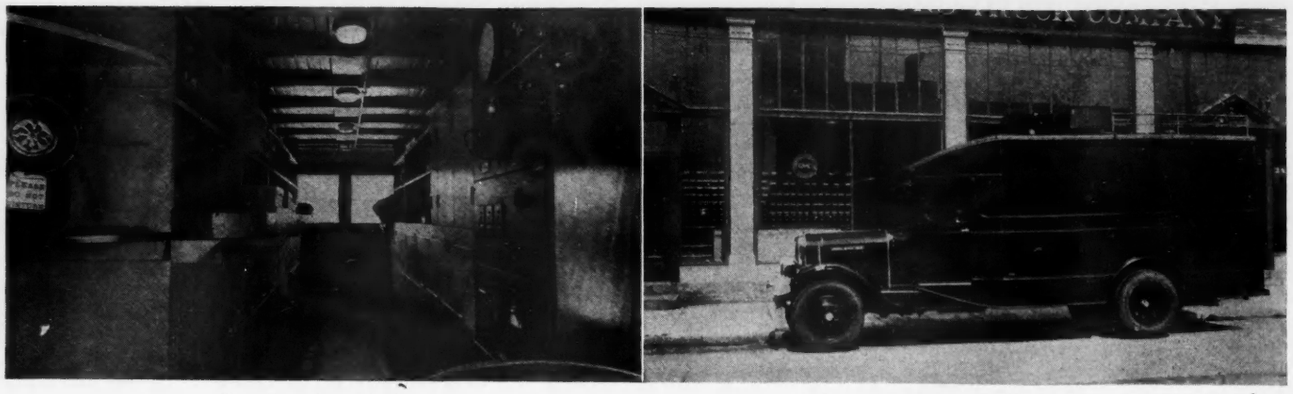
What does this mean? It means that the cords in your truck tires are under terrific, constant, flexing strain, just as in the little machine. And when the cords in a truck tire give out, the tire is *through.*

Men like Mr. Marshall, responsible for great organizations which operate trucks, know that the tire *body* must *outlast* the tread to attain fullest safety—longest life—lowest cost per mile. And this extra-elastic, patented Supertwist Cord, found only in Goodyear All-Weather Tread Truck and Automobile Tires, is one of the reasons why more tons are hauled, why more people ride on Goodyear Tires than on any other kind.

Have a Goodyear man make the test in his office or in your office or at your home. Whether you have one car or truck, or ten, or a hundred, SEE THIS GREAT SUPERTWIST TEST. You will never forget it. It will answer your tire questions forever.

GOODYEAR

MORE TONS ARE HAULED ON GOODYEAR TRUCK TIRES THAN ON ANY OTHER KIND



This is a haberdashery on wheels with a broadcasting unit for advertising purposes

programs now begin set in motion by alert manufacturers."

This is an excellent illustration of the truck's efficiency as a sales promotion medium. It makes possible direct contact, which is most desirable and most essential. It even enjoys many advantages over the old-time salesman. The Expando Company, which manufactures a special body for this use, points particularly to these advantages:

1. Sales display is instantly ready—an immense saving in time.

2. Privacy—surrounded only by your own atmosphere and display—assures uninterrupted attention and greater sales.

3. Hitherto outlying markets now profitably accessible. Widens territories and sales representation.

4. More calls per mile travelled, more active sales hours—more profit.

Then there's the case of William T. Sanford, of Watervliet, N. Y., who is trying out a new method of direct selling of haberdashery via truck. He uses the broadcasting unit on his truck both for general entertainment and to carry his advertising message into neighborhoods where he solicits business. The interior of the body is fitted out like a shop.

Many companies use radio-equipped trucks strictly for advertising purposes, alternating with announcements, phonograph records and radio broadcast pickups. The Silvercup Bread job illustrated has an amplifying system which can be heard for about eight city blocks. The eight loudspeakers work simultaneously. The interior of the body is beautifully furnished and decorated as a "clubroom." The goodwill generated by this job is proved by the fact that the owners had 14 requests for the broadcasting truck from groves and amusement centers for a Fourth of July celebration. The "clubroom" is equipped with a microphone which is always available for broadcasting speeches, songs or special music of any kind. Thus the truck readily becomes the center of attraction at any gathering. Especially so since its broadcasting capacity in a grove is about four square miles.

"Tell the World" With Sales Promotion Bodies

(Continued from page 17)

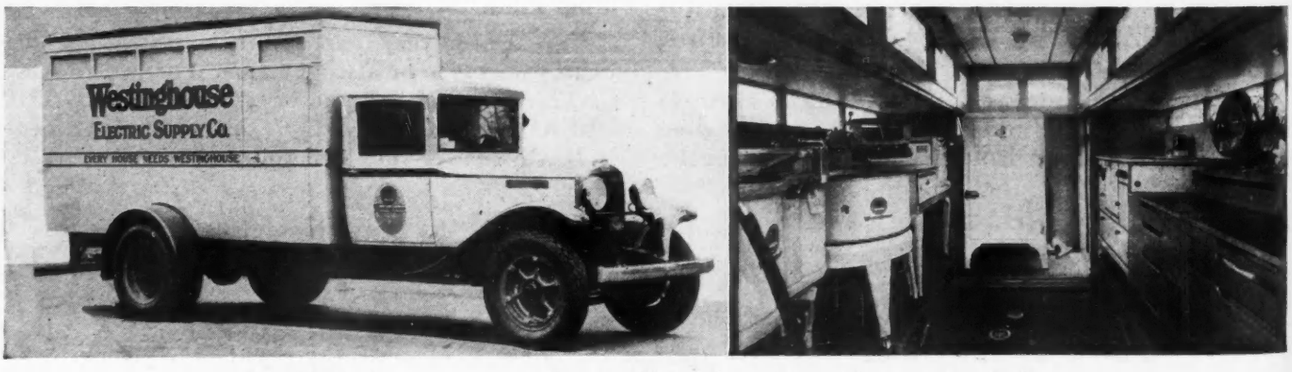
This advertising truck has apparatus for rebroadcasting radio programs and playing records

The truck is not only a means for promoting sales of products. It is as effective in promoting individuals and events. Amusement houses use broadcasting trucks extensively. And during the last political campaign many candidates and political factions used the trucks to their advantage.

For sales promotion purposes several types of bodies can be used. A highly specialized body is the Expando, which, as its name implies, has the ability to expand. The driver, by moving a single lever, uses electric power to expand the sides and the top. The body expands to nearly twice its compact width. Stop control is automatic for expansion and contraction.

Regular van-type bodies may be transformed into display rooms. Their spaciousness adapts them to this purpose. Windows can be utilized along the sides, just under the roof, to admit natural light, which is necessary if the interior is not to look dingy. Bus bodies likewise can be used. And for exclusive broadcasting purposes sedan deliveries and panel bodies may be used, depending upon the type of broadcasting equipment that will be used.

The experience of many users is proof that for taking the mountain to Mahomet, there's nothing like sales promotion trucks.



The Westinghouse company refers to this truck as its sample case on wheels

ADVANCED TRANSPORTATION

3 DAIRY LEADERS

CHOOSE

Highway

PRICED FOR TODAY

DESIGNED FOR TOMORROW

BUILT FOR YEARS OF SERVICE

HIGHWAY TRAILER Co.

EDGERTON
WISCONSIN.

COMMERCIAL CAR JOURNAL'S

CORRECTIONS ARE MADE EACH MONTH FROM DATA SUPPLIED DIRECT BY TRUCK MAKERS +

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS — ENGINE Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	A.C.F. 160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6–4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3	P
2	175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6–5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3	P
3	175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6–5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3	P
4	Armleder 11Ha	2–3	1570	156	195	11500	4070	B7.00/20	DB7.00/20	Con 16C	6–3½x4½	Fu WOBB	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
5	21Ha	2½–4	2185	160	207	15300	4783	B8.25/20	DB8.25/20	Her WXB	6–3¾x4½	Fu MLU	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	P
6	31Ha	3½–5	2745	146	213	19500	5838	B9.00/20	DB9.00/20	Her WXC	6–4x4½	Fu MGU	U 4	No	Tim	BF	R	6.02	39.2	7x3x¼	P
7	41Ha	4–5½	3050	160	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu MGU	U 4	No	Tim	BF	R	6.83	43.8	7x3x¼	P
8	61Ha	5–7	3625	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6–4½x4½	Fu MGU	U 4	No	Tim	WF	R	8.5	55.2	8¼x3x⅜	P
9	71Ha	7–9	4595	164	235	29500	7800	B10.50/20	DB10.50/20	Her YXC	6–4¾x4¾	Fu VUOG	U 5	No	Tim	WF	R	8.5	55.2	8¼x3x⅜	P
10	TRDA	10	3895	148	174	39000	6450	B9.75/20	DB9.75/20	Her YXC3	6–4¾x4¾	Fu VUOG	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
11	Autocar R	1½	2250	159	189		5370	B7.00/20	DB7.00/20	Own R	6–3¾x4¾	BL 234	U 4	No	Own A	SF	H	5.22	33.5	6½x3x⅜	T
12	RF	2	2450	159	189		5750	B8.25/20	DB8.25/20	Own R	6–3¾x4¾	Own T	U 4	No	Own A	SF	H	5.22	33.0	6½x3x⅜	T
13	RG	2½	2600	159	210		5975	P34x7	DP34x7	Own R	6–3¾x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
14	A	2½	3000	150	192		6060	B8.25/20	DB8.25/20	Own SD	6–4x4¾	Own T	U 4	No	Own A	SF	H	5.22	33.0	8x3x¼	T
15	D	3	3500	150	192		6100	P34x7	DP34x7	Own SD	6–4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
16	DE	3½	3850	150	210		6675	B9.00/20	DB9.00/20	Own SD	6–4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
17	DF	3½	3950	150	192		6865	B9.00/20	DB9.00/20	Own SD	6–4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
18	DH	4	4150	150	174		7250	P36x8	DP36x8	Own SD	6–4x4¾	Own T	U 4	No	Own N	2F	H	8.57	54.3	8x3x¼	T
19	N	4	4600	191	227		8090	B9.75/20	DB9.75/20	Own SCH	6–4¼x4¾	Own T	U 4	No	Own N	2F	H	7.20	45.6	9x3x¼	T
20	NE	5	4725	149	170		8300	B9.75/22	DB9.75/22	Own SCH	6–4¼x4¾	Own D	U 5	No	Own C	2F	H	8.57	50.1	8x3x¼	T
21	NF	5	4800	191	227		8350	B9.75/22	DB9.75/22	Own SCH	6–4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
22	NH	5	4925	149	170		8440	B9.75/22	DB9.75/22	Own SCM	6–4½x4¾	Own D	U 5	No	Own C	2F	H	8.57	50.1	8x3x¼	T
23	S	5	5500	158	168		8800	B9.75/22	DB9.75/22	Own SCH	6–4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
24	SE	6	5800	158	168		8950	B10.50/22	DB10.50/22	Own SCM	6–4½x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
25	C	7½	6600	158	176		10950	B10.50/24	DB10.50/24	Own SCM	6–4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121	10½x3x⅜	T
26	CE	7½	6000	172	203		10300	S36x7	DS40x8	Own SCM	6–4½x4¾	Own T	U 4	No	Own C	2F	R	8.57	52.6	9x3x¼	T
27	CBS	7½	6200	203	203		9800	P42x9	DP42x9	Own SCM	6–4½x4¾	Own B	A 4	No	Own C	2F	H	8.57	52.6	9x3x¼	T
28	CF	7½	6900	164	182		11280	B10.50/24	DB10.50/24	Wau 6RB	6–5x5¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121	10½x3x⅜	T
29	T	7½	6000	192	242		9975	B10.50/22	DB10.50/22	Own SCM	6–4½x4¾	Own T	U 4	A 3	Own TG	2F	H	7.20	88.5	9x3x¼	T
30	TE	8½	6500	189	207		10700	B10.50/24	DB10.50/24	Own SCM	6–4½x4¾	BL 734	U 4	A 3	Own TG	2F	H	7.20	87.6	10½x3x⅜	T
31	TF	8½	6800	195	247		10950	B10.50/24	DB10.50/24	Wau 6RB	6–5x5¾	BL 734	U 4	A 3	Own TG	2F	H	7.20	87.6	10½x3x⅜	T
32	(T) FE	20	9500	180	180		12300	B10.50/24	DB10.50/24	Ste LT	6–5¼x6	BL 734	U 4	A 3	Wis 79731	2F	H	7.9	96.0	10½x3x⅜	T
33	(Eng.und.seat) UD	3	3500	89	145		6170	P34x7	DP34x7	Own SD	6–4x4¾	Own T	U 4	No	Own H & D	2F	H	6.21	39.3	7x2½x¼	T
34	UN	4	4600	96	163		9040	B9.75/20	DB9.75/20	Own SCH	6–4¼x4¾	Own T	U 4	No	Own C & N	2F	H	7.20	45.6	8x3x¼	T
35	US	5	5300	98	163		9380	B9.75/22	DB9.75/22	Own SCH	6–4¼x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
36	USE	6	5600	98	163		9510	B10.50/22	DB10.50/22	Own SCM	6–4½x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
37	UTE	8½	6100	98	150		10050	B10.50/24	DB10.50/24	Own SCM	6–4½x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	10½x3x⅜	T
38	Brockway 80C	1½–2	1185	149	168	10500	4035	B6.50/20	DB6.50/20	Con 26B	6–3¾x4	Wa T9	U 4	No	Tim 53200BY	SF	H	5.66	36.2	5⅝x2½x¼	C
39	90C	2–2½	1485	149	168	12500	4480	B7.00/20	DB7.00/20	Con 27B	6–3¾x4½	Wa T9	U 4	No	Tim 54300H	SF	H	5.83	37.4	7⅞x2½x⅜	T
40	100C	2–3	1800	168	186	15000	4985	B7.50/20	DB7.50/20	Con 28B	6–3½x4⅝		U 5	No	Tim 54300H	SF	H	5.83	46.0	7⅞x2½x⅜	T
41	120C	2–3	2090	156	188	15000	5640	B7.50/20	DB7.50/20	Con 30B	6–4x4½	BL 314	U 4	No	Tim 54300H	SF	H	5.83	38.5	7½x3x¼	T
42	140C	2½–3½	2690	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6–4x4½	BL 314	U 4	Op	Wis 4916L	2F	R	6.66	43.5	7½x3x¼	T
43	150C	2½–3½	2540	188	200	18500	5800	B8.25 20	DB8.25 20	Con E600	6–3¾x4½	BL 334	U 4	Op	Tim 56200H	SF	R	5.71	35.0	8x3x¼	T
44	141C	3–4	3175	170	212	19500	7450	B9.00/20	DB9.00/20	Con 30B	6–4x4½	BL 314	U 4	Op	Wis 70000L	2F	R	7.0	46.2	8x3x¼	T
45	160C	3½–4	3175	188	200	21000		B9.00/20	DB9.00/20	Con 32B	6–4½x4½		U 5	Op	Tim 58200H	SF	R	6.14	48.5	8x3x¼	T
46	170C	3–4	3450	170	212	19500	7700	B9.00/20	DB9.00/20	Con 33B	6–4½x4¾	BL 534	U 4	Op	Wis 70000L	2F	R	6.28	39.9	8x3x¼	T
47	175C	3–4	3850	170	224	24000	7900	B9.00/20	DB9.00/20	Con 34B	6–4¾x4¾	BL 525	U 5	Op	Wis 70000L	2F	R	6.28	39.9	8x3x¼	T
48	195C	5	4000	170	224	24000	8540	B9.75/20	DB9.75/20	Con 33B	6–4½x4¾	BL 534	U 4	Op	Wis 1237H	2F	R	6.39	40.6	8½x3x⅜	T
49	220C	7½	4700	170	224	28000	8980	B10.50/20	DB10.50/20	Con 34B	6–4¾x4¾	BL 534	U 4	Op	Wis 1627KH	2F	R	6.96	44.2	8½x3x⅜	T
50	260C	7½–10	5850	212	240	30000	9585	B10.50/22	DB10 50/22	Con 35B	6–4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8½x3x⅝	T
51	Chevrolet... Comm'l	½	330	109	109	4100	1995	B5.25/18	B5.25/18	Own	6–3x4	Own	U 3	No	Own	S½	U	4.11	39.7	5x2¼x⅛	C
52	Utility	1½	480	131	131	7500	2830	P30x5	P32x6	Own	6–3x4	Own	U 4	No	Own	S½	U	5.43	39.2	6½x2¾x⅛	C
53	Utility	1½	510	157	157	7500	2920	P30x5	P32x6	Own	6–3x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2½x⅛	C
54	Chicago 1-15-E	2	1395	150	174	12000	4200	B6.50/20	DB6.50/20	Wau ZK	6–3¾x4¼	BL 224	U 4	No	Tim 53200H	BF	R	6.6	40.9	7x4x¼	T
55	1-25-E	2½	1885	160	208	14000	5100	B7.00/20	DB7.00/20	Wau TK	6–3¾x4⅝	BL 224	U 4	No	Tim 54200H	BF	R	6.8	42.0	7x4x¼	T
56	1-30-E	3	2250	160	208	15000	5400	B7.50/20	DB7.50/20	Wau MK	6–4½x4¾	BL 314	U 4	No	Tim 56200H	BF	R	6.2	41.0	7x4x¼	T
57	1-35-E	4	2600	160	208	18000	5800	B8.25/20	DB8.25/20	Wau MK	6–4½x4¾	BL 314	U 4	No	Tim 58200H	BF	R	6.8	44.9	7x4x¼	T
58	1-50-B	6	3950	140	236	24000	7780	B9.75/20	DB9.75/20	Wau 6SRL	6–4¾x5½	BL 60 Max	A 7	No	Tim 65720H	WF	R	7.75	73.6	6x3½x⅜	C
59	Coleman E52	2½	3800	20	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6–4¼x4¾	Fu RU16	U 4	A 2	Wis CR15	2F	H	Op	Op	10x2¼x⅞	B
60	(All 4 Wh.Dr.) E53	3½	5300	30	180	15900	8000	B9.75/24	B9.75/24	Bud K428	6–4¾x4¾	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Op	Op	12x2¼x⅞	B
61	E54	4–5	5600	30	180	20400	8800	B10.50/24	B10.50/24	Bud L468	6–4¼x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Op	Op	12x2½x1⅛	B
62	E55	5	6150	30	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6–4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Op	Op	12x2½x1⅛	B
63	E558	5–6	7200	44	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6–4½x5½	Fu MHU16	U 4	A 2	Wis CR122	2F	H	Op	Op	12x2⅝x1¼	B
64	E56	6–7½	7800	44	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6–4¾x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Op	Op	12x2⅝x1¼	B
65	E57	7½–10	9700	44	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6–5¼x6	BL 714	U 4	A 2	Wis CR122	2F	H	Op	Op	16x3x1½	B
66	Corbitt 8B4	1½	980	134	134	8500	3200	B6.00/20	P32x6	Con W10	4–3¼x4¼	Ow 8T	U 4	No	Own 8R	8F	H	5.4	38.4	5⅝x3x¼	P
67	8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6–3¾x4	Ow 8T	U 4	No	Own 8R	8F	H	5.4	38.4	5⅝x3x¼	P
68	10B6	1½–2	1310	171	191	11200	3950	B6.50/20	DB6.50/20	Con 25A	6–3¾x4	BL 214	U 4	No	Tim 53200H	8F	H	Op	Op	5½x3½x¼	P
69	9B6	1½–2½	2185	152	183	13400	4200	P32x6	DP32x6	Con 16C	6–3¾x4⅝	BL 224	U 4	No	Tim 54200H	8F	H	5.57	27.8	7x3½x¼	T
70	12B6	2–3	3060	163	220	16300	4870	B7.50/20	DB7.50/20	Con E601	6–3¾x4½	BL 334	U 4	No	Tim 56200H	8F	H	Op	Op	7x3½x¼	T
71	12W6	2–3	2950	165	220	16300	4910	B7.50/20	DB7.50/20	Con E601	6–3¾x4½	BL 334	U 4	No	Tim 64800H	WF	H	Op	Op	7x3½x¼	T
72	15B6	2½–3½	3740	174	220	20700	5870	P34x7	DP34x7	Con E601	6–3¾x4½	BL 334	U 4	No	Tim 58200H	8F	H	Op	Op	7x3½x¼	T
73	15W6	2½–3½	3850	183	224	20700	6160	P34x7	DP34x7	Con E601	6–3¾x4½	BL 334	U 4	No	Tim 65200H	w/2F	H	Op	Op	7x3½x¼	T
74	18	2½–4	4400	178	230	25300	8100	P36x8	DP36x8	Con E602	6–4¼x4½	BL 334	U 4	No	Tim 65720H	w/2F	H	Op	Op	8x3½x¼	T
75	24	3½–5	5115	195	230	32000	9200	B9.75/20	DB9.75/20	Con E603	6–4¼x4½	BL 60	A 7	No	Tim66720H	w/2F	H	Op	Op	8x3½x¼	T
76	33	5–7½	6160	195	230	41000	10000	P40x10	DP40x10	Con 21R	6–4½x4¾	BL 60 Max	A 7	No	Tim68720TW	w/2F	H	Op	Op	8x3x⅜	T
77	(T) 10B6T	3–5	1650	(3)	(3)	16500	3950	B6.50/20	DB6.50/20	Con 16C	6–3¾x4⅝	BL 224	U 4	No	Tim 53200H	8F	H	Op	Op	5½x3½x¼	T
78	(T) 9B6T	4–6	2600	(3)	(3)	19700	4200	B7.50/20	DB7.50/20	Con E601	6–4¼x4½	BL 334	U 4	No	Tim 54200H	8F	H	Op	Op	7x3½x¼	T
79	(T) 12BT6	4–7	3465	(3)	(3)	23900	4870	B8.25/20	DB8.25/20	Con E602	6–4¼x4½	BL 335	U 4	No	Tim 56200H	8F	H	Op	Op	7x3½x¼	T
80	(T) 15B6T	5–8	4875	(3)	(3)	30400	5870	B9.00/20	DB9.00/20	Con E603	6–4¼x4½	BL 335	U 5	No	Tim 58200H	8F	H	Op	Op	7x3½x¼	T
81	(T) 18D6T	8–10	5500	(3)	(3)	36200	8100	B9.75/20	DB9.75/20	Con 22R	6–4½x5¼	BL 535	U 5	No	Tim 75720H	2F	H	Op	Op	8x3½x¼	T
82	(T) 24D6T	10–15	6500	(3)	(3)	50600	9200	B10.50/20	DB10.50/20	Con 16H	6–4¾x5¾	BL 7212	U 4	U3	Tim 66720W	2F	H	Op	Op	8x3x⅜	C
83	Dart 30G	1½–2	1595	150	180	11200	4900	B6.50/20	DB6.50/20	Her WXA2	6–3½x4½	Fu MLU	U 4	No	Tim 53200H	BF	H	5.14	32.6	6x3x¼	P
84	40G	2	2195	150	180	13400	5650	B7.50/20	DB7.50/20	Her WXB	6–3¾x4½	Fu MLU	U 4	No	Tim 54200	BF	H	6.8	34.9	7x3x¼	P
85	50G	2½–3	2725	150	180	16300	5750	B7.50/20	DB8.25/20	Her WXC2	6–4¼x4½	Fu MLU	U 4	No	Tim 56200	BF	H	6.16	31.6	7x3x¼	P
86	60G	3	3250	166	208	20700	7425	B8 25/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu JVUOG	U 5	No	Tim 58200	BF	H	6.8	48.4	7x3x¼	P
87	80W	4	4450	170	220	25600	8500	B8.25/20	DB9.75/20	Her YXC2	6–4¼x4¾	Fu VUOG	U 5	No	Tim 65720	WF	H	6.8	48.0	7x3x¼	P
88	100W	5	5500	170	235	33600	10500	B9.75/20	DB9.75/20	Her RXC	6–4¾x5¼	Fu MHU	U 4	A 3	Tim 66720	WF	H	6.8	84.8	7x3x¼	P
89	150W	7½	6500	170	245	46100	11500	B9.75/20	DB10.50/20	Her HXB	6–5x6	BL 735	U 5	No	Tim 68720	WF	H	6.8	42.7	9x3½x⅜	P
90	200W	10	8500	180	250	40400	12500	B9.75/20	DB10.50/20	Her HXB	6–5x6	BL 735	U 5	No	Tim 8W310	WF	H	6.8	42.7	9x3½x⅜	P
91	(4 Whl. Dr.) 60	4	5750	180	200	19000	8700	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu JVUOG	U 5	A 2	Wis 69317B	DF	H	8 4	153.7	7x3x¼	P
92	(4 Whl. Dr.) 80	6	6800	180	225	24000	11000	B9.75/20	DB9.75/20	Her RXC	6–4¾x5¼	Fu VUOG	U 5	A 2	Wis 1237	DF	H	8 0	152.9	9x3½x⅜	P
93	Diamond T... 210SF	1½	545	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6–3¾x4¼	WG T9	U 4	No	Cla B364	S½	H	5.4	34.6	7x2⅝x⅜	T
94	210FF	1½	565	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6–3¾x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	8x2⅝x⅜	T
95	225	1½	745	135	158	10000	3500	B6.00/20	DB6.00/20	Her JXA	6–3¾x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	8x3x⅜	T
96	240A	1¾	795	137	167	10000	3500	B6.00/20	P32x6	Her JXA	6–3¾x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	8x3x⅜	T
97	310	2	995	155	179	12000	4200	B6.50/20	DB6.50/20	Her JXB	6–3¾x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x⅜	T
98	260	2	945	155	179	11000	4000	B6.50/20	DB6.50/20	Her JXA	6–3¾x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x⅜	T
99	350	2½	1295	155	179	14000	4700	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¼	Cla R103	U 5	No	Cla B642	SF	H	Opt	Opt	8x3x⅜	T
100	325B	2½	1195	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6–3¾x4¼	WG T9	U 4	No	Cla B642	SF	H	Opt	Opt	8x3x⅜	T
101	325DR	2½	1345	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6–3¾x4¼	WG T9	U 4	No	Wis 4917L	2F	R	Opt	Opt	8x3x⅜	T
102	410A	3	1695	160	194	15000	5400	B7.50/20	DB7.50/20	Her WXC	6–4x4½	Co RUS4C	U 4	No	Cla B642	SF	H	Opt	Opt	6½x3x¼	P
103	410B	3	2135	200	200	15000	6200	B7.50/20	DB7.50/20	Her WXC	6–4x4½	Co RUS4C	U 4	No	Cla B642	SF	H	Opt	Opt	6½x3x¼	P
104	(N) 506A	3	2950	174	240	17500	6600	B8.25/20	DB8.25/20	Her WXC3	6–4¼x4½	Co RU5C	U 5	No	Wis 69317 BL	2F	H	Opt	Opt	6½x3x¼	P
105	(cont'd) 375	3	1645	155	179	15000	5000	B7.50/20	DB7.50/20	Her JXC	6–3¾x4¼	Cla R103	U 5	No	Wis 4917L	2F	R	Opt	Opt	8x3x⅜	T

TRUCK SPECIFICATIONS TABLE

+ FOR MEANING OF ABBREVIATIONS AND EXPLANATION OF REFERENCE MARKS SEE PAGE 52

Line Number	ENGINE DETAILS												FUEL SYST.	ELEC-TRICAL				FRONT AXLE		BRAKES			BODY MOUNTING DATA			SPRINGS		
								MAIN BEARINGS												SERVICE								
	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Number and Diameter	Length	Oiling System Type	Governor Make	Carburetors Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Make and Model	Steering Gear Make	Make, Location Type, Operation	Lining Area	Drum Material	Hand Type, Location	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10¾	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅞	CC	Ha	Zen	M	DR	DR	dpLo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅞	CC	Ha	Zen	M	DR	DR	dpLo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	248	5.0	150	27.3	65–2600	L	G	C	7–2⅝	10⅜	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	42x3	50x3	½
5	298	4.7	192	33.7	66–2200	L	G	C	7–2⅝	13¼	PC	Mo.	Zen	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62⅜x2½	N
7	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	658	G	TX	118	Opt	31½	40x2½	62⅜x2½	N
8	360	4.7	238	40.3	80–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	G	TX	106	Opt	31½	41x2½	62⅜x2½	N
9	428	4.7	280	46.	93–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	G	TX	118	Opt	31½	41x2½	62⅜x3	N
10	478	4.4	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	658	G	TX	92⅞	Opt	31½	41x2½	62⅜x3	N
11	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	No	Str	M	DR	DR	P.BL	GO	Spi	Tim 31000	Ros	LO4ID	450	e	2I	124¼	72⅝	34	40x2½	54x3	½
12	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	No	Str	M	DR	DR	dpLo	GO	Spi	Tim 31000	Ros	LO4ID	450	e	2I	124¼	72⅝	34	40x2½	54x3	½
13	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 31000	Ros	LO4ID	450	e	2I	124¼	72⅝	34⅛	40x2½	54x3	½
14	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 33000	Ros	LO4IDV	450	e	2I	115¼	63⅝	34⅛	40x2½	54x3	½
15	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 33000	Ros	LO4IDV	450	e	2I	115¼	63⅝	34⅛	40x2½	54x3	½
16	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 33000	Ros	LO4IDV	450	e	2I	115¼	63⅝	34⅛	40x2½	54x3	½
17	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 33000	Ros	LO4IDV	574	e	2I	115¼	63⅝	34⅛	42½x3	54x3	½
18	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	2I	115¼	63⅝	34⅛	42½x3	54x3	½
19	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	2I	115¼	63⅝	34⅛	42½x3	54x3	½
20	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	174⅜	104½	34⅛	40x2½	54x3	½
21	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	110	62	34⅛	40x2½	54x3	½
22	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	174⅜	104½	34⅛	40x2½	54x3	½
23	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	LO4IDV	519	e	FD	110	62	34⅛	40x2½	54x3	½
24	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	LO4IDV	544	e	FD	122½	74½	34⅛	42½x3	54⅜x4	½
25	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	LO4IDV	544	e	FD	122½	74½	34⅛	42½x3	54⅜x4	½
26	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 27450	Ros	LO4IDV	664	e	FD	121¾	73¾	34¼	42½x3	54⅜x4	½
27	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Own SCH	Ros	O2IMV	502	e	FD	88⅓	158⅞	34⅛	42½x3	55x4	½
28	677	4.6	462	60.0	126–1800	L	G	A	4–3½	11⅝	PC	Wa	Str	M	DR	DR	dpBL	GO	Spi	Tim 26450	Ros	BO4IMV	670	e	FD	119½	210	34⅛	42½x3	54⅜x4	½
29	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	LO4IDV	664	e	FD	122⅜	74⅝	34⅛	42½x3	54⅜x4	½
30	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	O4IA	544	e	FD	175⅛	105	34⅛	42½x3	54⅜x4	½
31	677	4.6	462	60.0	126–1800	L	G	A	4–3½	11⅝	PC	Wa	Str	M	DR	DR	dpBL	GO	Spi	Tim 27450	Ros	O4IA	544	e	FD	223	104¾	34¼	42½x3	54⅜x4	½
32	780	4.7	475	66.1	156–1800	L	G	A	7–3	16½	FP	St	Ze2	M	NE	LN	dpBL	GO	Spi	Tim 27450	Ros	O4IA	544	e	FD	175⅛	105⅝	34⅛	42½x3	54⅜x4	½
33	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000	Ros	Ws4IA	664	e	FD	114¾	84	34¼	42½x3	54⅜x4	½
34	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	LO4IDV	450	e	2I	112	64¼	34	41x2¼	53x3	½
35	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	LO4IDV	544	e	FD	124	71¼	34	41½x3	53x3	½
36	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450	Ros	LO4IDV	544	e	FD	121¼	73¼	34	41x3	53½x4	½
37	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 27450	Ros	LO4IDV	660	e	FD	121¾	73¼	34	41x3	53½x4	½
38	214	4.9	142	27.3	72–3200	L	C	A	4–2¾	6⅛	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Tim 27450	Ros	LO4IDV	660	e	FD	104	73¼	34	41x3	53½x4	½
39	248	4.9	160	27.3	70–3200	L	C	C	7–2⅜	10⅛	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4006	Ros	B4IM	248	G	TX	111	65	34	37x2¼	52x2½	½
40	248	. . .	170	27.3	80–3200	L	C	C	7–2⅜	10⅛	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A8	Ros	L4IH	353	G	CD	111	65	34	37x2¼	52x2½	½
41	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IH	353	G	CD	141	84	34	37x2¼	52x2½	½
42	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IH	353	G	CD	108	69	34	40x2½	54x3	½
43	288	4.7	180	32.6	73–2700	L	G	N	7–2⅝	11⅞	FP	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B	Ros	L4IHV	386	G	CD	108	69	34	40x2½	54x3	½
44	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B	Ros	L4IHV	380	G	CD	142	101	34	40x2½	54x3	½
45	360	. . .	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.BB	GO	Spi	Shu 15582B	Ros	L4IH	380	G	CD	142	83	34	40x2½	54x3	½
46	381	4.4	236	40.8	89–2500	H	C	N	7–2¾	13⅛	FP	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B	Ros	L4IHV	546	G	CD	168	101	34	40x2½	54x3	½
47	427	4.2	268	45.9	100–2400	H	C	N	7–2¾	13⅛	FP	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B	Ros	L4IHV	546	G	CD	142	83	34	40x2½	54x3	½
48	381	4.4	236	40.8	89–2500	H	C	N	7–2¾	13⅛	FP	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B	Ros	L4IHV	546	G	CD	142	83	34	40x2½	54x3	½
49	427	4.2	268	45.9	100–2400	H	C	N	7–2¾	13⅛	FP	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B	Ros	L4IHV	546	G	CD	142	83	34	40x2½	54x3	½
50	501	4.3	340	48.6	120–2200	H	C	A	7–2¾	13⅜	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B	Ros	L4IHV	546	G	CD	210	125	34¼	40x2½	54x3	½
51	206	5.2	146	26.3	56–2750	H	G	C	3–2¼	5⅛	PG	No	Car	M	DR	DR	,'.Ow	Ha	Own	Own	Own	O4IM	129	p	4I	. . . .	27½	. . . .	36x1¾	54x1⅛	N
52	206	5.2	146	26.3	56–2750	H	G	C	3–2¼	5⅛	PG	No	Car	M	DR	DR	P.Ow	Ha	Own	Own	Own	O4IM	246	p	2I	85⅛	50¼	37	36x1¾	45x2½	N
53	206	5.2	146	26.3	56–2750	H	G	C	2–2¼	5⅛	PG	No	Car	M	DR	DR	P.Ow	Ha	Own	Own	Own	O4IM	246	p	2I	111⅛	76¼	37	36x1¾	45x2½	N
54	222	4.9	147	27.3	61–2800	L	G	C	4–2⅜	6⅛	FP	No	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	169	p	TX	Opt	70	33½	41½x2½	54x3	N
55	294	4.5	199	31.5	79–2700	L	G	C	4–2⅜	7	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	281	e	TX	Opt	73	33½	41½x2½	54x3	N
56	381	4.4	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	328	e	TX	Opt	85	33½	41½x2½	54x3	N
57	381	4.4	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 33020H	Ros	L4IHV	394	e	TX	Opt	97	33½	41½x2½	56x3	N
58	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅜	FP	Wa	Str	M	AL	AL	D.BL	Ch	Spi	Tim 26450	Ros	L2IH	311	e	TD	Opt	55	34	44½x2½	56x3	N
59	393	4.9	260	42.0	103–2600	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF15	Ros	W2/4IM	476	P	TD	108	78	30	48x3	48x3	C
60	428	4.7	280	45.9	107–2600	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF25	Ros	W2/4IM	476	P	TD	144	89	30	48x3	48x3	C
61	468	4.8	295	43.4	108–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	476	P	TD	144	89	30	48x3	48x3	C
62	525	4.9	336	48.2	114–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	476	P	TD	144	89	30	48x3	48x3	C
63	525	4.9	336	48.2	114–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3⅛	52x3½	C
64	638	4.3	410	54.1	126–1850	L	G	C	4–3	10⅞	FP	Bu	Str	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3⅛	52x3½	C
65	779	4.3	475	66.1	170–1800	L	G	A	7–3	13½	FP	St	Zen	P	NE	NE	dpBL	Pe	Spi	Wis CF122	Ros	O2/4IA	530	G	TD	Opt	105	30	48x3⅛	52x3½	C
66	200	4.7	125	24.0	49–2800	L	C	A	3–2⅛	5⅞	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	53	34	38x2¼	50x2½	½
67	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅛	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	55	34	38x2¼	50x2½	N
68	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IH	287	p	TX	Opt	Opt	34	38x2¼	50x2½	½
69	248	5.0	150	27.3	70–3200	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	327	a	TX	Opt	Opt	34	38x2¼	54x3	½
70	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
71	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
72	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TD	144	88	34	40x2½	54x3	½
73	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	97	34	40x2½	54x3	½
74	360	4.4	240	40.8	90–2500	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
75	383	4.5	236	43.3	95–2500	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	46x3	60x3½	½
76	427	4.2	268	45.9	112–2400	H	C	C	7–2¾	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	a	TD	162	109	34	46x3	56x4	½
77	248	5.0	150	27.3	70–3200	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IHV	380	p	TX	(3)	(3)	34	38x2¼	50x2½	½
78	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	452	a	TX	(3)	(3)	34	38x2¼	54x3	½
79	360	4.4	240	40.8	90–2500	L	C	C	7–2¾	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
80	383	4.5	236	43.3	95–2500	H	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
81	500	4.2	340	48.6	121–2400	H	C	A	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000A	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
82	611	4.5	384	54.1	127–2300	L	G	A	7–3	13⅛	FP	No	Zen	M	DR	DR	dpBL	Pe	Spi	Tim 26450W	Ros	Ws4IA	921	a	TD	(3)	(3)	34	46x3	60x3½	½
83	260	4.4	152	29.4	65–2400	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 30000	Ros	L4IH	380	a	TX	144	60	34	38x2½	52x2½	½
84	298	4.5	190	33.7	69–2400	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 31000	Ros	L4IH	452	a	TX	156	66	34	38x2½	54½x3	½
85	360	4.5	212	40.3	82–2400	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 31000	Ros	L4IH	260	a	TX	156	66	34	38x2½	54½x3	½
86	384	4.5	264	43.3	92–2400	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 33000	Ros	L4IH	394	a	CD	168	72	34	38x2½	54½x3	½
87	453	4.5	300	48.6	98–2200	L	G	A	7–3	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 35000	Ros	L4IH	768	a	CD	192	84	34	45x3	54½x3	½
88	529	4.7	350	51.3	114–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 27450	Ros	L4IH	921	a	CD	216	72	34	46x3	52x4	½
89	707	4.5	450	60.	150–2000	L	G	A	7–3½	12½	PC	Ha	Zen	M	DR	DR	P.BL	Ch	Spi	Tim 27450	Ros	W4A	921	a	CD	108	33	34	46x3	52x4	½
90	707	4.5	450	60.	150–2000	L	G	A	7–3½	15¼	PC	Ha	Zen	M	DR	DR	P.BL	Ch	Spi	Tim 27450	Ros	W4A	921	a	CD	108	33	34	46x3	None	½
91	384	4.5	262	43.3	99–2200	L	G	A	7–3½	15¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Spi	Wis F211	Ros	L2IH	433	a	CD	168	72	34	45x3	54½x3	½
92	529	4.5	350	51.3	114–2000	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	P.Fu	Ch	Spi	Wis F311	Ros	L2IH	542	a	CD	192	84	34	45x3	54½x3	½
93	228	4.7	142	27.3	60–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	191	a	TX	93	51½	34	42x2	50x2½	½
94	228	4.7	142	27.3	60–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	191	a	TX	93	51½	34	42x2	50x2½	½
95	228	4.7	142	27.3	60–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	245	a	TX	93	51½	34	42x2	50x2½	½
96	228	4.7	142	27.3	60–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	245	a	TX	96	54	34	42x2½	53x2½	½
97	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TX	126	72	34	42x2½	53x2½	½
98	228	4.7	142	27.3	60–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	350	a	TX	126	72	34	42x2½	53x2½	½
99	282	5.35	176	33.7	73–2800	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
100	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
101	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
102	339	5 0	232	38.4	103–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	350	a	TD	117	74⅜	34	45¼x2½	56x3	½
103	339	5.0	232	38.4	103–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	LN	LN	P.BB	GO	Spi	Cla F308	Ros	L4IHV	350	a	TD	Opt	113⅝	34	45¼x2½	56x3	½
104	384	5 05	258	41.3	107–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	LN	LN	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	410	pa	TD	138	87⅝	34	45¼x2½	56x3	½
105	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10⅛	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS. ENGINE Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Diamond T(N)606B	3-4	3695	179	246	20000	7600	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	Co RU5C	U 5	No	Wis 1237H	2F	H	Opt	Opt	6½x3x¼	P
2	(concluded)	510 4	1995	168	201	18000	6400	B7.00/20	DB8.25/20	Her WXC	6-4x4½	Co RUS4C	U 4	No	Tim 58205H	SF	H	Opt	Opt	6½x3x¼	P
3		425 4	2295	160	194	18000	6200	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Cla R905	U 5	No	Wis 70000	2F	R	Opt	Opt	6½x3x¼	P
4		603 5	3395	169	230	20000	7540	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	Co RU5C	U 5	Op	Wis 1237H	2F	R	Opt	Opt	6½x3x¼	P
5		525 5	2595	...	201	20000	7200	B9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	Cla R909	U 5	No	Wis 1237H	2F	R	Opt	Opt	6½x3x¼	P
6		750 5	4925	178	238	24000	9300	B9.75/22	DB9.75/22	Her RXC	6-4⅜x5¼	Co SA5	A 5	Op	Wis 1737 KW	2F	R	Opt	Opt	7½x3½x⅝	P
7	Differential	E-131 2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 58200	BF	H	7.8	51.4	12x2½x¾	P
8	Dodge Bros.	HC Com'l	340	111	111	.....	1775	B5.25/17	DB5.25/17	Own	6-6⅜x4⅛	Own	U 3	No	Own	S½	H	4.37	12.2	5x2⅛	
9		UF-10 ½	375	109	109	4025	1925	B5.00/19	B5.00/19	Own	4-3⅝x4¾	Own	U 3	No	Own	S½	H	4.66	13.9	5x2½x⅛	C
10		F-10 ½	445	109	109	4125	1975	B5.25/19	B5.25/19	Own	6-3¼x4¼	Own	U 3	No	Own	S½	H	4.66	13.9	5x2½x⅛	C
11		UG-20 ¾-1	537	131	157	5900	2450	B7.50/17	B7.50/17	Own	4-3⅝x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅛	C
12		G20 ¾-1	597	131	157	5975	2520	B7.50/17	B7.50/17	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅛	C
13		1-1½	495	133	133	5840	2590	P6.00/20	P32x6	Own	4-3⅝x4¼	Own	U 4	No	Own	S½	H	5.6	36.1	6x2¾x⅜	G
14		1-1½	595	133	133	5940	2690	P6.00/20	P32x6	Own	6-3⅜x3⅞	Own	U 4	No	Own	S½	H	5.1	33.4	6x2¾x⅜	G
15		UG-30 1-2	525	131	157	8200	2490	B6.00/20	P32x6	Own	4-3⅝x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅛	C
16		G30 1-2	585	131	157	8275	2560	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅛	C
17		UF-30 1¼-2	595	136	165	8225	2581	B6.00/20	P32x6	Own	4-3⅝x4¾	Own	U 4	No	Own	SF	H	5.67	37.1	7x2⅛x⅛	C
18		F-30 1¼-2	695	136	165	8275	2631	B6.00/20	P32x6	Own	6-3⅜x4¾	Own	U 4	No	Own	SF	H	5.67	37.1	7x2⅛x⅛	C
19		F-35 1½-2½	1425	140	165	10175	3780	B6.00/20	DB6.00/20	Own	6-3⅜x3⅞	Own	U 4	No	Own	SF	H	6.38	41.4	7⅛x2⅝x¼	C
20		G43 2-3	795	136	165	10500	3345	B7.00/20	DB7.00/20	Own	6-3¼x4⅝	Own	U 5	No	Own	SF	H	6.37	50.9	8½x2⅛x⅛	C
21		F-40 2-3½	1995	150	190	14590	5173	B6.50/20	DB6.50/20	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	6.38	43.7	9⅛x3¼x⅜	C
22		3-4	1515	135	185	12250	4235	P32x6	DP32x6	Own	6-3⅜x4½	Own	U 4	No	Own	S½	H	7.13	46.3	7x2⅛x⅜	C
23		(5) F-61 3-5½	2575	170	195	19420	5789	P32x6	DP32x6	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	7.12	48.8	10x3½x⅜	C
24		(5) G-82 4-7½	5350	195	220	25000	8040	B9.75/20	DB9.75/20	Own	8-3½x5	Own	U 5	No	Own	SF	H	7.71	69.6	10⅛x3⅜x¼	
25	Fageol	101 1½-2½	850	143	167	10000	3700	B6.00/20	DB6.00/20	Wau XAK	4-3¾x4¾	WG T9	U 4	No	Tim 53600H	B½	H	5.14	32.9	5½x3x¼	
26		106 1½-2½	1600	161	173	11200	3975	B7.00/20	DB7.00/20	Wau TS	6-3⅛x4¾	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5½x3x¼	C
27		135 2-3	1850	161	177	13400	5150	B7.50/20	DB7.00/20	Wau TL	6-3⅜x4¾	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	5½x3x¼	C
28		250 2½-4	2450	178	196	16300	5750	B8.25/20	DB8.25/20	Wau MK	6-4¼x4¾	BL 314	U 4	No	Tim 56200H	BF	H	6.16	40.6	8x3x¼	T
29		300 3-5	3100	178	196	19500	6500	B9.00/20	DB9.00/20	Wau MK	6-4¼x4¾	BL 314	U 4	No	Tim 58200H	BF	H	6.83	45.1	8x3x¼	T
30		370 5-7	4600	182	200	25300	8080	B9.75/20	DB9.75/20	Wau SRK	6-4⅝x5½	BL 554	U 4	A 3	Tim 65706	WF	R	5.69	139.	7½x3½x⅜	D
31	Federal	DM	900	120	120	8000	3050	B6.00/20	P32x6	Con W10	4-3⅞x4¼	WG T9	U 4	No	Cla B374	SF	H	5.67	38.2	6x2¾x¼	C
32		D4 1½	670	130	190	10000	3225	B6.00/20	P32x6	Con W10	4-3⅞x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	6x2¾x¼	C
33		E4 1½	695	130	190	10000	3225	B6.00/20	P32x6	Con 25A	6-3⅝x4	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	6x2¾x¼	C
34		F7 1¾	1145	132	164	10000	3765	P30x5	DP30x5	Con 16C	6-3⅜x4⅝	Own 7774	U 4	No	Tim 52005H	SF	H	5.83	29.2	6x2¼x¼	C
35		F8L 2	1245	132	188	12000	3865	P30x5	DP30x5	Con 16C	6-3⅜x4⅝	Own 7774	U 4	No	Tim 54200H	SF	H	6.8	31.0	6x2¾x¼	C
36		G5L 2	995	132	188	11500	3750	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	Own 7774	U 4	No	Tim 54200H	SF	H	6.13	34.0	6x2¾x¼	C
37		A6 2½	1445	151	200	13500	4580	P32x6	DP32x6	Con 16C	6-3⅜x4⅝	Own 7776	A 4	No	Cla B610	SF	H	6.38	38.5	6x3½x¼	C
38		A6T 2½-3	1745	151	200	15000	5110	P32x6	DP32x6	Con 16C	6-3⅜x4⅝	Own 7776	A 4	No	Tim 58000H	SF	H	7 80	47.1	6x3½x¼	C
39		A6TW 2½-3	1880	151	200	15000	5110	P32x6	DP32x6	Con 16C	6-3⅜x4⅝	Own 7776	A 4	No	Tim 65001H	WF	H	8.65	52.9	6x3½x¼	C
40		T3W 2½	1595	148	185	14000	5110	P32x6	P36x8	Wau V	4-4x5	Own 7754	A 4	No	Tim 64603H	W½	R	7.25	36.3	6x3½x¼	C
41		T3WFA 2½-3	1795	148	185	16000	5400	P32x6	DP32x6	Wau V	4-4x5	Own 7754	A 4	No	Tim 65001H	WF	R	8.75	43.8	6x3½x¼	C
42		A7 2½-3	1945	175	237	15000	6050	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	Cla R100	A 5	No	Cla B642	SF	H	6.43	45.5	10x3½x¼	T
43		A8-A8DR 3½-4	2295	175	237	18000	6550	B9.00/20	DB9.00/20	Wau 6MK	6-4¼x4¾	Cla R900	A 5	No	Tim 58200H	S/2F	H	6.83	55.5	10x3½x¼	T
44		T10B 3½-4	2550	165	230	19000	6645	P34x7	DP34x7	Con 16R	6-4x4⅛	Own 7784	A 4	No	Tim 58200H	BF	R	6.83	44	7½x3½x⅜	C
45		T10DR-T10W 3½-4	2685	165	230	19000	6645	P34x7	DP34x7	Con 16R	6-4x4⅛	Own 7784	A 4	No	Tim 65200H	w/2F	R	6.75	44.0	7½x3½x⅜	C
46		A600 2½-3	1745	157	206	15000	5050	B7.50/20	DB7.50/20	Con E600	6-3⅛x4½	Own 7784	A 4	No	Cla B610	SF	H	6.38	38.5	6x3½x¼	C
47		A600T 3-3½	2045	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6-3¼x4½	Own 7784	A 4	No	Tim 58000H	SF	H	7 8	50.8	6x3½x¼	C
48		A600TDR-A600TW 3-3½	2180	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6-3¼x4½	Own 7784	A 4	No	Tim 65001H	w/2F	H	7.5	48.9	6x3½x¼	C
49		U6-U6DR 4½-5	3860	165	230	22000	7420	P36x8	DP36x8	Con 20R	6-4½x4¾	Cla B 710	A 5	No	Tim 65706H	w/2F	R	7.75	50.4	7½x3½x¼	
50		C7-C7W 6	4485	195	249	26000	9550	B9.75/20	DB9.75/20	Con 21R	6-4½x4¾	Cla B 710	A 5	No	Tim 76725H	w/2F	R	7.92	51.5	7⅝x3½x⅜	C
51		C8-C8W 6	4895	195	249	26000	9650	B9.75/20	DB9.75/20	Con 21R	6-4⅝x4¾	Cla B 710	A 5	No	Tim 76725W	w/2F	R	7.92	51.5	7⅝x3½x⅜	
52		X8DR-X8 7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4-5x6	Cla B 710	A 5	No	Tim 68700DP	w/2F	R	11 7	76.0	9½x3½x¼	C
53		X8RDR-X8R 7½	4735	162	186	30000	10475	P40x8	DP40x8	Con 21R	6-4⅜x4¾	Cla B 710	A 5	No	Tim 68702DP	w/2F	R	11 7	76.0	9½x3½x⅜	C
54	Ford Comm.	.....	320	112	112	.....	1688	B5.50/17	B5.50/17	Own	4-3⅞x4¼	Own	U 3	No	Own	S¾	U	4.1	13.9	6x1¾x.105	C
55		Truck 1½	470	131	131	.....	2864	B6.00/20	P32x6	Own	4-3⅞x4¼	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x⅜	C
56		Truck 1½	500	157	157	.....	3140	B6.00/20	P32x6	Own	4-3⅞x4¾	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x⅜	C
57	FWD	H4 1½-2	3325	120	160	11000	5300	P34x7	P34x7	Wis SU	4-4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5⅞x2¼x⅜	C
58	(All 4Wh.Dr.)	H6 2-2½	3385	133	180	13000	5900	P9.00/20	P9.75/20	Wau MS	6-3¾x4¾	BL 51	U 4	No	Own B	BF	H	8.92	47.7	5⅞x2¼x⅜	C
59		HH-6 2½-3	4135	138	170	16000	6900	P9.75/20	P9.75/20	Wau MK	6-4½x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	7⅝x2¼x⅜	C
60		B3 3	4200	124	156	15500	6460	S36x6	S36x6	Own A	4-4¼x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	7⅛x2¼x⅜	C
61		CU-6 3¼-4	4985	147	179	19500	8000	B10.50/20	DB10.50/20	Wau SRS	6-4½x5½	Own U	A 5	Op	Own U	BF	H	8.9	88.6	7x3x⅛	
62		CU6A 3½-4	4685	147	179	19000	7800	B10.50/20	DB10.50/20	Wau SRS	6-4½x5½	BL 615	U 5	Op	Own U	BF	H	6.72	55.2	7x3x⅛	
63		SSU 4-5	5135	147	179	22000	8300	B11.25/20	B11.25/20	Wau SRL	6-4½x5½	Own U	A 5	Op	Own U	BF	H	8.9	88.6	7x3x⅛	
64		SSUA 4-5	4835	147	179	21500	8100	B11.25/20	B11.25/20	Wau SRL	6-4⅝x5½	BL 706	U 5	Op	Own M	BF	H	7.35	73	7x3x⅛	
65		M5 5-7½	7400	165	195	29500	11200	B12.75/20	B12.75/20	Wau SRK	6-4⅝x5½	BL 714	U 4	A 2	Wis 131W	2F	H	10.0	207	8x3x⅛	
66		MF6 5-6	5785	147	179	24500	9100	B10.50/20	DB10.50/20	Wau SRK	6-4⅝x5½	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3x⅛	
67	(Frt. Wh. Dr.)	LBU 5-6	4800	171	Op	23500	9000	B9.00/20	DB9.00/20	Wau SRS	6-4½x5½	BL 55	U 4	Op	Own U	D	H	7.35	39.5	7x3x⅛	
68		M7 7½-10	8500	165	195	37000	12400	P40x10	DP40x10	Wau RB	6-5x5¾	BL 714	U 4	A 2	Wis 131W	2F	H	8.36	173.	10x3x⅛	
69	General Mot.(6)	T15 ½-1½	645	130	141	6500	2625	B5.50/20	B5.50/20	Own 200	6-3⅛x3⅞	Own	U 3	No	Own	S½	H	4.86	16.1	6x2¼x⅛	TL
70		T18 1½-2	595	131	157	8200	2785	P30x5	P32x6	Own 200	6-3⅛x3⅞	Own	U 4	No	Own	S½	U	5.43	35.7	6x2¼x⅜	TL
71		T18 1½-2	675	131	157	8500	3130	P30x5	P32x6	Own 221	6-3⅛x4⅝	Own	U 4	No	Own	S½	U	5.43	35.7	7⅛x2⅜x¼	TL
72		T19 1½-2½	745	130	164	10000	3110	B5.50/20	P32x6	Own 200	6-3⅛x3⅞	Own	U 4	Op	Own	SF	H	6.2	40.7	6x2¼x⅛	TL
73		T25 1½-2	1200	130	152	9000	3375	B6.00/20	B7.50/20	Buick	6-3⅛x4⅝	Own	U 4	No	Own	S½	H	5.83	29.6	6x2¼x⅛	TL
74		T23 2-3	745	131	157	10000	3080	B6.50/20	DB6.50/20	Own 200	6-3⅛x3⅞	Own	U 4	Op	Own	SF	H	6.2	40.7	6x2¼x⅛	TL
75		T23 2-3	795	131	166	10500	3420	B6.50/20	DB6.50/20	Own 221	6-3⅛x4⅝	Own	U 4	Op	Own	SF	H	5.67	37.3	7⅛x2⅜x¼	T
76		T26 2-3	1210	130	164	11000	3685	B6.50/20	B8.25/20	Own 257	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	5.67	35.7	6⅛x2¼x¼	TL
77		T30 2-3	1545	141	164	12500	4490	P30x5	DP30x5	Buick	6-3⅛x4⅝	Own	U 4	No	Own	S½	H	5.63	28.6	6⅛x3⅜	TL
78		T31 2½-4	1695	141	181	14000	4695	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	5.63	35.5	6⅛x3⅜	TL
79		T33 3-3½	1225	142	184	13000	4415	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	Op	Own	SF	H	5.63	35.5	8x3x¼	T
80		T42 2½-4	1845	141	181	15000	4725	P32x6	DP32x6	Buick	6-3⅛x4⅝	Own	U 4	No	Own	S½	H	6.57	33.4	6⅛x3⅜	TL
81		T43 3½-4½	1525	142	184	16000	4935	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	Op	Own	SF	H	6.57	41.4	8x3x¼	T
82		T44 3-4½	2065	141	181	16000	5095	P34x7	DP34x7	Buick	6-3⅛x4⅝	Own	U 4	No	Own	2½	R	8.05	40.9	6⅛x3⅜	TL
83		T45 3-4½	1865	141	181	16000	4910	P32x6	DP32x	Own 257	6-3⅛x4⅝	Own	U 4	No	Own	SF	R	6.57	41.4	6⅛x3⅜	TL
84		T51 4-5½	2480	155	200	19000	6090	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x⅜	TL
85		T51H 5-6½	2800	154	200	22000	6910	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	Op	Own	2F	R	8.50	52.5	9x3½x⅜	TL
86		T60 5-6½	3035	154	200	22000	6925	P34x7	DP34x7	Buick	6-3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x⅜	TL
87		T61 5-6½	3710	154	200	22000	7380	B9.00/20	DB9.00/20	Own 400	6-4¼x5	Own	U 5	Op	Own	WF	R	8.50	69.9	9x3½x⅜	TL
88		T82 5-7	3795	155	201	24000	7500	B9.00/20	DB9.00/20	Own 331	6-3¾x5	Own	U 4	A 3	Own	WF	R	10.2	143	9x3½x⅜	TL
89		T83 5-7½	4205	155	201	25000	7765	B9.00/20	DB9.00/20	Own 400	6-4¼x5	Own	U 5	Op	Own	WF	R	9.00	74.0	9x3½x⅜	TL
90		T85 6-8	5600	171	204	30000	10630	B9.75/20	DB9.75/20	Own 525	6-4½x5½	Own	U 4	Op	Own	2F	R	8.50	53.3	9⅛x4x⅜	L
91		T85H 8-9½	6195	171	204	34000	11060	B9.75/20	DB9.75/20	Own 525	6-4½x5½	Own	U 4	Op	Own	2F	R	9.30	58.3	9⅛x4x⅜	L
92		T110 10-12	8110	171	204	40000	12800	B10.50/24	DB10.50/24	Own 616	6-4⅞x5½	Own	U 4	A 3	Own	2F	R	9.30	116.	9⅛x4x⅜	L
93	Gramm	AX4 1-1½	795	131	157	8000	3350	B6.50/20	B6.50/20	Con W10	4-3⅞x4¼	WG TA	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
94		AX6 1-1½	895	131	157	8000	3550	B6.50/20	B6.50/20	Con 25A	6-3⅝x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
95		BX4 1½-2	895	131	210	10000	3525	B6.00/20	DB6.00/20	Con W10	4-3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
96		BX6 1½-2	995	131	210	10000	3725	B6.00/20	DB6.00/20	Con 25A	6-3⅝x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
97		BXF 1½-2	149.	131	210	10000	4000	B6.00/20	DB6.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 53200	BF	H	5.6	37.	6x2¾x¼	L
98		B 2-2½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6-3⅞x4½	Co A4J	U 4	No	Tim 54200H	BF	H	5.83	37.1	6x2½x¼	C
99		BF 2-3	1695	140	210	12000	4300	B8.25/20	DB8.25/20	Lyc AED	6-3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	6x2½x¼	L
100		CX4 2-3	1095	131	210	12000	3950	B6.50/20	DB6.50/20	C n W20	4-4¼x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
101		CX6 2-3	1295	131	210	12000	4150	B6.50/20	DB6.50/20	Con 16C	6-3⅝x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
102		C 2-3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6-3⅝x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
103		CXH 2-3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	No	Tim 54200	BF	H	5.8	37.0	10x2¾x¼	C
104		CF 2-3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6-3¼x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	7x2½x¼	C
105		CXF 2-3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6-4½x4¾	BL 554	U 4	No	Tim 54200	BF	H	5.8	41.6	7x2½x¼	C
106		D 2½-4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2½x¼	C
107		DF 2½-4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6-4½x4¾	BL 554	U 4	No	Tim 56200	BF	H	6.1	43.5	7x2½x¼	C
108		EX 3-4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	BL 324	U 4	No	Tim 56200	BF	H	6.1	43.5	7x2½x¼	C
109		E330 3-4½	2595	160	224	20000	5950	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
110		ED 3-4½	3995	160	224	20000	6100	B8.25/20	DB8.25/20	Cum Die	6-4⅞x6	BL 554	U 4	No	Tim 58200	BF	H	5.5	39.1	12x2½x¼	P
111		EY190 3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6-4½x4¾	Co Rus4	U 4	No	Tim 58200H	BF	H	4.5	39.1	8¾x3¼x¼	L
112		GY 4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6-4½x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	L
113		G 4-6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6-4½x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	P
114		GF 4-6	5500	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6-5¼x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	P
115		GW 5-7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6-4⅝x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.3	41.0	7½x3x¼	
116		GWD 5-7½	6495	157	240	30000	10000	B10.50/20	D10.50/20	Cum H Die.	6-4⅞x6	BL 735	U 5	No	Wis 1737KW	2F	H	5.75	21.2	12x3x¼	P
117		HY 5	6595	210	236	22000	10100	B9.00/20	DD9.00/20	Con 16H	6-4¾x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	L
118	Hug	23 2	1785	146	191	12420	5620	B7.00/20	DB7.00/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B611	SF	H	5.66	36.	8x3x¼	T
119		42 3	2175	146	201	15700	6500	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B800	SF	H	6.37	40.5	8x3x¼	T
120		418 3	5070	158	158	19620	8500	B9.75/20	B12.75/20	Bud K428	6-4⅝x4¾	FuMRUAy	U 4	A 3	Wis 1237H	2F	H	8.95	119	8x3x¼	T
121		42K 3	2393	146	201	16500	7300	B9.00/20	DB9.00/20	Bud K369	6-4⅞x4¾	BL 51-5	U 5	No	Cla B800	SF	H	7.12	42.	8x3x¼	T
122		70 3	3435	122	122	19600	7870	B9.75/20	DB9.75/20	Bud K369	6-4⅞x4¾	Fu 5A380	U 5	No	Wis 70000Q	2F	H	9.14	64.	6x3x¼	I
123	(cont'd)	87K 3½	4300	128	128	22400	7600	B9.75/20	DB9.75/20	Bud K428	6-4⅝x4¾	Fu MHOG	A 8	No	Wis 1237Q	2F	H	8.95	79.	7x3½x¼	I

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	501	4.4	278	48.6	111-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	LN	LN	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	138	88	34	45¼ x2½	56x3	½
2	339	5.0	278	38.4	103-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	410	a	TD	117	74¾	34	45¼ x2½	56x3	½
3	339	5.0	232	38.4	103-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	120	79½	34	45¼ x2½	56x3	½
4	428	4.4	278	45.9	93-2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	120	79½	34	45¼ x2½	56x3	½
5	384	5.0	258	43.3	107-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	120	74½	34	45½ x2½	56x3	½
6	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678-28	Ros	Ws 4IA	552	a	TD	138	89¼	34	46x3	56x3½	½
7	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	120	77¼	34	42x2¼	50x3	½
8	190	5.5	130	23.4	70-3600	L	G	A	4-2¼	4⅜	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	106	...	TX	52½	.....	44⅝	36x1½	53½x1½	N
9	196	4.6	124	21.0	48-2800	L	G	A	3-2¼	6⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	121	p	TX	53⅞	26⅜	42⅛	35½x1¾	53½x1⅛	N
10	211	5.3	134	25.3	60-3100	L	C	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	121	p	TX	53⅞	26⅝	42⅛	35½x1¾	53½x1⅛	N
11	196	4.6	124	21.0	48-2800	L	G	A	3-2¼	6⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
12	211	5.3	134	25.3	60-3100	L	C	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
13	196	4.6	124	21.0	48-2800	L	G	A	3-2¼	6⅛	CC	Ha	Car	V	DR	DR	P.BB	Fe	Own	Own	Ha	O4IH	206	p	TX	85⅞	50	37⅛	39x2	48x2½	N
14	208	5.1	132	27.3	63-3200	L	C	S	7-2⅜	10¼	CC	Ha	Zen	V	NE	NE	P.BB	Fe	Own	Own	Ha	O4IH	206	p	TX	85⅞	50	37⅞	39x2	48x2½	N
15	196	4.6	124	25.3	48-2800	L	G	A	3-2¼	6⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
16	211	5.3	134	21.0	60-3100	L	C	A	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Lo	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
17	196	4.6	124	27.3	48-2800	L	G	A	3-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Lo	Own	Own	Own	O4IH	187	a	TX	88¾	52¾	37⅞	39x2	48x2½	N
18	211	5.2	134	31.5	60-3100	L	C	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Lo	Own	Own	Own	O4IH	187	a	TX	88¾	52⅜	37⅞	39x2	48x2½	N
19	208	5.1	132	27.3	63-3200	L	C	S	7-2⅜	10¼	CC	Ha	Zen	M	DR	DR	P.BB	Fe	Own	Own	Ha	O4IH	305	a	TX	119⅞	62¾	34	40x2¼	56x3	N
20	217	5.8	144	25.3	75-3200	L	C	S	4-2¼	6¼	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	229	a	TX	145	84⅓	38⅛	39x2	48x2¼	N
21	309	4.7	200	31.5	96-3000	L	G	S	7-2⅜	11¾	CC	Ha	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	350	a	CD	124⅛	69¾	33⅛	42x3	56½x3½	½
22	241	5.3	167	39.2	78-3000	L	G	S	7-2⅞ r	11	CC	KP	Zen	V	NE	NE	P.BB	Lo	Own	Own	Ha	O4IH	382	p	TX	82¼	54¾	34	39x2½	45x3	N
23	309	4.7	200	21.0	96-3000	L	G	S	7-2⅜	11¾	CC	Ha	Det	M	DR	DR	P.BB	Fe	Own	Own	Jac	O4IHV	416	a	CD	149⅛	89¼	34	42x3	56x3½	½
24	384	5.0	262	25.3	115-3000	L	G	S	9-2¾	13	CC	Ha	Str	M	DR	DR	P.BB	Fe	Own	Own	Jac	BWs4IA	650	a	CD	149⅛	89¾	34 ⅛	42x3	56x3½	½
25	210	4.3	130	22.5	40-2150	L	G	A	3-2¼	6 ⅛	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30010H	Ros	L4IH	257	H	TX	120	65¾	34	32¾ x2	50x2½	½
26	219	5.2	137	23.5	58-2500	L	G	A	4-2⅝	7⅜	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30010H	Ros	L4IH	257	H	TX	132	72	34	32¾ x2½	50x2½	½
27	255	5.1	170	27.3	68-2500	L	G	A	4-2⅝	7⅜	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L4IH	306	G	TX	144	71½	34	37x2½	56x3	½
28	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IHV	355	G	TX	167½	97½	34	41x2½	56x3	½
29	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IHV	398	G	TX	167½	97½	34	41x2½	56x3	½
30	517	4.5	340	51.3	108-2000	L	G	A	7-3	13⅝	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	717	G	FD	172 ⅞	101⅜	33½	41x3	56x3½	½
31	200	4.7	126	24.0	50-2700	L	C	A	3-2⅛	5⅞	CC	KP	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	200	a	TX	.....	.....	34	38½ x2¼	50x2½	½
32	200	4.7	126	24.0	50-2700	L	C	A	3-2⅛	5⅞	CC	No	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L4IH	191	P	TX	103	51⅜	34	38½ x2¼	50x2½	½
33	215	4.9	142	27.3	72-3400	L	C	A	4-2⅜	6⅜	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L4IH	191	P	TX	103	51⅜	34	38½ x2¼	50x2½	½
34	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 11704H	Ge	L4IH	247	P	TI	95	51	34	38x2¼	50x2½	½
35	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 31020H	Ge	L4IH	269	P	TI	95	51	34	38x2¼	50x2½	½
36	215	4.9	142	27.3	72-3400	L	C	A	4-2⅜	6⅜	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 31020H	Ge	L4IH	269	P	TI	95	15	34	38x2¼	50x2½	½
37	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IH	270	a	TI	119	71	34	40x2¼	52x3	½
38	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IHV	379	a	TI	119	71	34	40x2¼	51¾ x3	½
39	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IHV	379	a	TI	119	71	34	40x2¼	51¾ x3	½
40	251	4.1	162	25.6	50-2000	L	G	C	3-2⅝	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IH	337	a	TI	119	71	34	38x2½	52x3	½
41	251	4.1	162	25.6	50-2000	L	G	C	3-2⅝	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IHV	337	a	TI	119	71	34	38x2½	51¾ x3	½
42	315	5.0	200	33.8	73-2500	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F318	Ge	L4IHV	315	a	FD	115	82	34	42x2½	52x3	½
43	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F318	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
44	311	4.2	196	38.4	75-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
45	311	4.2	196	38.4	75-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
46	288	4.6	181	32.6	73-2600	L	G	C	7-2⅝	12⅜	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IH	270	a	TI	113	71	34	40x2¼	52x3	½
47	318	4.6	202	36.0	80-2500	L	G	C	7-2⅝	12⅜	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
48	318	4.6	202	36.0	80-2500	L	G	C	7-2⅝	12⅜	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
49	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7720	Ros	L4IHV	465	a	TD	117	79	34	42x2½	54x3	½
50	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020H	Ha	L4IHV	513	a	TD	162	102	34	42x3	56x3½	½
51	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020W	Ha	W4IA	623	a	TD	162	102	34	42x3	56x3½	½
52	471	3.7	288	40.0	61-1350	L	G	C	3-2⅝	11⅞	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T2IMV	568	a	RI	151	87	38	44x3	56x3½	½
53	428	4.2	268	45.9	100-2200	H	C	C	7-2¾	13⅛	CC	KP	Zen	M	DR	DR	P.BL	Lo	PS	Own 5008	Ros	T2IMV	458	a	RI	151	87	38	44x3	56x3½	½
54	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	No	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	186	a	4I	.....	31⅞	44	31 ⅛ x1¾	46x2¼	N
55	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	No	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	475	a	2I	94¾	51¼	38	33x2 ⅛	50x2½	O
56	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	No	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	475	a	2I	120 ⅛	76⅛	38	33x2 ⅛	50x2½	O
57	251	4.5	160	25.6	50-2000	H	C	C	3-2⅛ r	8	PC	No	Zen	V	AL	AL	D.DG	Pe	Blo	Own H	Ros	OT/4XM	238	G	2I	112	81	36	42¾ x2½	52¾ x2½	½
58	315	4.5	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	V	NE	NE	D.BL	Pe	Blo	Own H	Ros	OT/4XM	252	G	2I	115½	81½	36	42¾ x2½	52¾ x2½	½
59	381	4.5	240	40.8	85-2400	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	126	86	36	42¾ x2½	52¾ x2½	½
60	398	4.0	210	36.1	56-1350	T	G	C	3-2	12	PC	Pe	Str	M	NE	NE	O.ME	Me	Blo	Own B	Ros	OT/4XM	238	G	2I	130	93	36	42¾ x2½	52¾ x2½	N
61	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	O.HS	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	132	93	36	42¾ x2½	52¾ x2½	½
62	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ha	OT/4XM	238	G	4X	132	93	36	42¾ x2½	52¾ x2½	½
63	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	V	NE	NE	O.HS	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾ x2½	52¾ x2½	N
64	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ha	OT/4XM	238	G	4X	132	93	36	42¾ x2½	52¾ x2½	N
65	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
66	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	4TB	722	G	4X	132	93	36	42¾ x2½	54¾ x2½	½
67	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾ x2½	52x4	N
68	677	4.4	460	60.	125-2000	L	G	C	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
69	200	4.9	127	26.3	60-3000	L	C	B	3-2 ⅛ r	5⅝	FP	No	Ma	M	DR	DR	P.Ow	Lo	MM	Own	Jac	B4IM	211	p	4I	87	48	34	38x2	50¼ x2½	N
70	200	5.1	132	26.3	66-3200	L	C	B	3-2 ⅛ r	5⅝	FP	No	Ma	M	DR	DR	P.Ow	Lo	Own	Own	Jac	O4IM	175	p	2I	85½	50¼	37	36x1¾	45x2½	N
71	221	4.6	155	24.3	69-2800	H	G	B	4-2⅝	7⅛	PC	Opt	Zen	M	DR	DR	P.Ow	Hr	Own	Own	Jac	O4IM	186	p	2I	85⅛	50¼	37 ⅛	36x1¾	45x2½	O
72	200	5.1	132	26.3	66-3200	L	C	B	3-2 ⅛ r	5⅝	FP	No	Ma	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IM	290	a	TX	87	48	34	38x2	50¼ x2½	N
73	257	4.5	185	28.3	76-2500	H	G	C	4-2⅝	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	239	pa	TX	87	48	34	38x2	50¼ x2½	N
74	200	5.1	132	26.3	66-3200	L	C	B	3-2 ⅛ r	5⅝	FP	No	Ma	M	DR	DR	P.Ow	Lo	Cle	Own	Jac	O4IM	175	p	2I	85½	50¼	37	36x1¾	45x2½	½
75	221	4.6	155	24.3	69-2800	H	G	C	B	4-2⅝	7⅛	PC	Opt	Zen	M	DR	DR	P.Ow	Hr	Cle	Own	Jac	O4IM	186	pa	2I	85⅛	50¼	37 ⅛	36x1¾	45x2½	½
76	257	4.5	185	28.3	76-2500	H	G	C	4-2⅝	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	290	a	TX	87	48	34⅛	38x2	50¼ x2½	½
77	257	4.5	185	28.3	76-2500	H	G	C	4-2⅝	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	288	a	TX	107	59	34 ⅛	38x2½	50x3	½
78	257	4.5	185	28.3	76-2500	H	G	C	4-2⅝	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	345	a	TX	107	59	34 ⅛	38x2½	50x3	½
79	257	4.5	185	28.3	76-2500	H	G	B	4-2⅝	7⅛	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	328	a	TX	107	60	34	38x2	50x3	½
80	257	4.5	185	28.3	76-2500	H	G	C	4-2⅝	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	320	a	TX	107	59	34 ⅛	38x2½	50x3	½
81	257	4.5	185	28.3	76-2500	H	G	B	4-2⅝	7⅛	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	337	a	TX	107	60	34	38x2½	50x3	½
82	257	4.5	185	28.3	76-2500	H	G	C	4-2⅝	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	320	a	TX	107	59	34 ⅛	38x2½	50x3	½
83	257	4.5	185	28.3	76-2500	H	G	C	4-2⅝	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	345	a	TX	107	59	34 ⅛	38x2½	50x3	½
84	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8⅜	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	379	a	TX	125	70	34 ⅛	40x3	50x3	½
85	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8⅜	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	379	a	TX	125	69¼	34 ⅛	40x3	54x3	½
86	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8⅜	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	418	a	TX	125	69¼	34 ⅛	40x3	54x3	½
87	400	4.6	296	40.9	110-2300	H	G	A	4-2 7	8⅜	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	69¼	34 ⅛	40x3	54x3	½
88	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8⅜	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Cle	Own	Jac	B4IM	483	a	TD	125	70	34 ⅛	40x3	54x3	½
89	400	4.6	296	40. 9	110-2300	H	G	A	4-2. 7	8⅜	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	70	34 ⅛	40x3	54x3	½
90	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14⅜	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 ⅛	50x3½	54x3	½
91	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14⅜	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMA	594	a	TX	137	82	34 ⅛	50x3½	54x3	½
92	616	4.5	450	57.0	149-2100	H	C	A	7-2¾	14⅜	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMA	638	a	TX	137	82	34 ⅛	50x3½	54x3	½
93	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
94	214	5.3	142	27.4	71-3200	L	C	A	4-2⅜	6⅜	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51½	34	36x2¼	45x2½	½
95	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51½	34	36x2¼	45x2½	½
96	214	5.3	142	27.3	71-3200	L	C	A	4-2⅜	6⅜	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
97	299	4.9	198	33.7	85-2800	L	G	C	4-2⅜	9⅛	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
98	224	4.7	146	25.3	61-2900	L	G	C	4-2⅜	8⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
99	299	4.9	198	33.7	85-2800	L	G	C	4-2⅜	9⅛	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	36x2¼	45x2½	½
100	227	4.7	136	27.2	55-2400	L	C	C	3-2⅛	5⅞	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
101	248	5.0	150	27.3	70-3000	L	C	C	7-2¾	10	FP	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
102	278	5.7	182	31.5	85-3300	L	G	A	4-2⅜	9¼	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	P	FD	81	51¾	34	36x2¼	45x2½	½
103	282	5.4	176	33.7	73-2800	L	G	C	7-2½	10⅛	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
104	299	4.9	198	33.7	85-2800	L	G	C	4-2⅜	9⅛	P	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
105	380	4.3	238	40.8	88-^400	H	C	C	7-2⅜	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
106	299	4.9	198	33.7	85-2800	L	G	C	4-2⅜	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
107	428	4.1	268	45.9	100-2200	H	G	C	7-2¾	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
108	318	4.5	203	36.	80-2700	L	G	C	7-2⅝	12⅜	CC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74½	34	42x2¼	56x3	½
109	353	4.8	245	36.2	98-2700	L	G	C	4-2¾	10	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	127

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS									FRAME	
									ENGINE		TRANSMISSION		REAR AXLE						
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions	Type
1	Hug	3	3380	146	201	22500	7300	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	Fu VUOG	U 5	No	Wis 1237H	2F	H	8.95	62.	8x3x¼	T
2	(Concluded)	87Q	5	4875	144	144	27875	8500	B10.50/20	DB10.50/20	Bud K428	6-4⅜x4¾	Fu MHOG	A 8	No	Wis 1737K	2F	H	9.16	99.	8x4x⅜	T
3		43L	5	3900	146	201	24160	8960	B9.75/20	DB9.75/20	Bud L525	6-4½x5½	Fu VUOG	U 5	No	Wis 1737KW	2F	H	9.14	64.	8x3x¼	T
4	Indiana	70	1½	1050	112	..	8500	3400	B7.00/20	DB7.00/20	Her JXA	6-3⅝x4¼	BL 143	U 4	No	Tim 53201BY	2F	R	6.6	18.7	5x3x¼	T
5		85	1½	885	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	BL 124	U 4	No	Tim 53200H	SF	H	5.66	35.1	7 7/16x2½x7/16	T
6		85DR	1½	1190	141	186	11500	4200	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	BL 325	U 5	No	Wis 4516L	2F	R	6.06	40.3	7 7/16x2½x7/16	T
7		95	2	1095	141	186	12000	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7 7/16x2½x7/16	T
8		95DR	2-2½	1275	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	Op	Wis 4916L	2F	H	6.66	41.2	7 7/16x2½x7/16	T
9		105	2½	1775	156	200	16000	5600	B8.25/20	DB8.25/20	Her JWC	6-3¾x4¼	BL 334	U 4	Op	Tim 56200H	SF	H	7.25	48.3	8½x3x7/16	T
10		17	2½	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Tim 58200H	SF	R	6.14	37.8	8½x3x7/16	T
11		17DR	3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8½x3x7/16	T
12		19DR	3½	3400	170	224	22000	8100	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8½x3x7/16	T
13		43DR	4-5	4300	170	224	25000	8500	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8½x3x7/16	T
14		45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8¼x3x⅜	T
15		47DR	5-7	7000	188	224	28000	10500	B10.50/20	DB10.50/20	Cum 6H Die.	6-4½x6	BL 735	A 5	No	Wis 1910W	2F	R	7.16	45.0	8¼x3x⅜	..
16	International (8)	DI	1½	360	118	118	4180	2180	B5.25/18	B5.25/18	Own D	6-3⅛x4¼	Own D	U 4	No	Own D-55	S½	H	6.18	42.	6½x2¼x½	T
17		M2	1	850	118	118	7000	3180	B6.50/20	B6.50/20	Wau XAH	4-3⅝x4½	Own H-4-A	U 4	No	Own 713	SF	H	6.16	39.5	11½x3¼x¼	D
18		A2	1½	615	136	160	8000	2935	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	Own H-4-A	U 4	No	Own 708	SF	H	6.16	39.5	5½x2¾x¼	T
19		B2	1½	665	136	160	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	MM "O"	U 3	No	Own 704	SF	H	6.16	47.3	5½x2¾x¼	T
20		A3	1½	795	136	160	10000	3572	P30x5	P32x6	Lyc SAH	6-3¼x4½	Own H-4-A	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x7/16	T
21		A3½	1½	970	136	160	10100	3600	B6.50/20	DB6.50/20	Lyc SAH	6-3¼x4½	WG T7	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x7/16	T
22		AL3	1½	895	138	164	10000	4032	B6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	WG T7	U 4	No	Own 800	S½	H	6.50	42.9	6½x2¼x¼	T
23		B4	2	995	145	185	12750	4200	B6.50/20	DB6.50/20	Own FAB-3	6-3 7/16x4	Own H-4-A	U 4	No	Own 750	SF	H	6.5	41.6	8x3¼x7/16	T
24		A4	2	1750	145	185	14200	5221	P32x6	DP32x6	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 902	SF	H	6.50	47.8	7x3½x¼	T
25		A5	3	2350	156	210	17000	5895	P34x7	DP34x7	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 1052	SF	H	7.16	64.7	8x3½x¼	T
26		A6	3	2675	156	210	19000	6120	P34x7	DP34x7	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 1150	2F	H	8.5	76.8	8½x3¾x7/16	T
27		W2	3½	3900	148	200	22000	8400	S36x5	S36x10	HaS 151	4-4¼x5½	Own H-6	U 5	No	Own 1200	2F	H	6.85	83.9	7x3x¼	T
28		W3	5	4850	160	235	28000	10125	S36x6°	S40x12°	HaS 152	4-4¼x5½	OwnH -7	U 5	No	Own 1300	2F	H	7.85	70.5	8x3x¼	T
29		A7	5-7½	6200	160	225	36000	11590	B9.75/20	DB9.75/20	Own FDB	6-4¼x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3¼x3/8	T
30		A8	7½	6300	160	225	36000	11590	B9.75/20	DB9.75/20	Own FEB	6-5x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3¼x3/8	T
31	Kenworth	86	1½-2	1120	141	165	10100	3400	B7.00/20	B7.00/20	Her JXA	6-3¾x4¼	BL 214	U 4	..	Cla B370	SF	H	5.4	34.6	5½x3x¼	T
32		88	2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
33		101B	2-2½	2050	144	186	13400	4700	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	BL 234	U 4	..	Tim 54300H	SF	H	5.83	37.4	5½x3x¼	T
34		89	2½	1670	146	200	15000	4600	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 56200H	SF	H	6.16	39.5	8x3x¼	T
35		127	2½-3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 334	U 4	..	Tim 56200H	SF	H	6.16	40.7	8x2¼x¼	T
36		90	3	1820	146	200	18200	5500	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 58205H	SF	H	6.83	43.8	8x3x¼	T
37		146B	3-4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6-4 7/16x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	8x2¼x¼	T
38		166B	3½-4	3850	156	204	20700	6890	B9.00/20	DB9.00/20	Bud K393	6-4 7/16x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7-9x3x¼	T
39		166A	3½-4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	HaS 147	6-4x5	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7-9x3x¼	T
40		186	4-5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½x4¾	BL 1554	U 4	A 3	Tim 75720H	2F	H	7.33	105.7	7-9x3x¼	T
41		241	5-7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7-9x3x¼	T
42		241A	5-7	6500	169	228	27800	9500	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x¼	C
43		241B	5-7	6150	174	228	27800	9500	B9.75/20	DB9.75/20	Bud GL-6	6-4½x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x¼	C
44		241C	5-7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x¼	C
45	Kleiber	80	1½-2½	1300	140	160	9300	3625	B6.50/20	DB6.50/20	Con 18E	6-3⅝x4	BL 224	U 4	No	Tim 53200H	BF	H	5.81	34.0	5½x3¼x¼	T
46		100	2-3½	1750	170	180	11400	4400	B7.00/20	DB7.00/20	Con 16C	6-3⅝x4⅝	BL 314	U 4	No	Tim 54200H	BF	H	6.6	38.7	7½x3x¼	T
47		120	2½-4½	2350	170	180	13200	5150	B7.50/20	DB7.50/20	Con 16R	6-4x4½	BL 314	U 4	No	Tim 56200H	SF	H	6.17	33.4	7½x3x¼	T
48		140	3-5½	3300	180	190	19500	6500	B9.00/20	DB9.00/20	Con 18R	6-4x4½	BL 314	U 4	No	Eat 2413H	2F	H	7.1	38.7	7½x3x¼	T
49		210	4-6	4000	190	192	23400	7100	B9.75/20	DB9.75/20	Con 20R	6-4½x4¾	BL 55	A 7	No	Eat DR2412H	2F	R	7.25	77.0	7½x3x¼	C
50		260	7	5000	206	210	26000	9000	B9.75/20	DB9.75/20	Con 21R	6-4⅝x4¾	BL 714	A 4	A 3	Eat 65041W	2F	R	8.5	91.0	8x3½x¼	C
51	La Fr. Republic	C-2	2	1100	150	162	10000	3800	B6.00/20	DB6.00/20	Lyc SA	6-3¼x4½	Wa T9	U 4	No	Tim 53200H	SF	H	5.67	35.9	6½x2x7/16	C
52		D-2	2-2½	1485	162	175	11500	4600	B6.50/20	DB6.50/20	Lyc SB	6-3⅜x4½	Wa T9	U 4	No	Tim 54200H	SF	R	5.83	37.9	7x3x¼	C
53		E-2	2½-3	2005	162	190	13000	5375	P32x6	DP32x6	Lyc ASD	6-3¾x4½	Fu Mini-Bb	U 4	No	Tim 56200H	SF	R	7.4	47.0	7x3x¼	C
54		F-3	3½-4	2420	174	198	16000	6240	P34x7	DP34x7	Lyc ASD	6-3¾x4½	Fu MGU14	U 4	No	Tim 58200H	SF	R	7.8	50.6	7x3x¼	C
55		H-4	4-5	3285	179	206	19500	7840	B9.75/20	DP9.75/20	Ley TS	6-3⅜x5	Fu MRU	U 4	No	Tim 75720H	2F	R	8.15	54.0	8x3x¼	C
56		M-3	5-6	4640	174	198	23000	8490	B10.50/20	DB10.50/20	Wau 6SRL	6-4⅜x5½	Fu VUOG	U 5	No	Tim 76733H	2F	R	8.85	62.5	9½x3½x⅜	C
57		35-4	7-8	6570	174	198	30000	9700	B10.50/24	DB10.50/24	Wau 6-125	6-4⅝x5½	Fu MHU	U 4	No	Tim 78720W	2F	R	8.90	58.2	9½x3½x⅜	C
58	Maccar	100	1½-2	1330	151	181	10000	4165	B6.50/20	DB6.50/20	Bud H260	6-3½x4½	Wa T9	U 4	No	Tim 53200H	BF	H	5.6	36.3	7x2¾x¼	T
59		40A	2½-4	2400	155	183	15000	5350	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.16	40.6	8x3x¼	T
60		180	3-5	3500	181	213	18000	7400	B9.00/20	DB9.00/20	Bud K393	6-4 7/16x4¾	BL 554	U 4	No	Wis 8787L	2F	R	6.4	46.6	9x3x¼	T
61		60A	4-6	4500	183	207	22000	7300	B9.75/20	DB9.75/20	Bud BA6	6-4⅜x5½	BL 554	U 4	No	Tim 65720H	WF	R	6.8	49.5	8x3x¼	T
62		66A	4-6	5500	184	235	22000	8200	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	BL 615	A 5	No	Tim 65720W	WF	R	6.8	44.5	12x3x¼	P
63		220H	4-6	4500	181	230	22000	8750	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅝x5½	BL 615	A 5	No	Tim 65720H	WF	R	6.8	55.9	9x3x¼	T
64		220W	4-6	5000	150	230	22000	8750	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅝x5½	BL 615	A 5	No	Tim 65720W	WF	R	6.8	55.9	9x3x¼	T
65		86A	5-8	5950	184	235	30000	9500	B10.50/20	DB10.50/20	Wau 6SRK	6-4⅝x5½	BL 615	A 5	No	Tim 66720W	WF	R	7.6	62.5	12x3x⅜	T
66	Mack	BL	1-2	2500	138	148	9500	4050	B6.00/20	DB6.00/20	Own BL	6-3¼x5	Own BG	U 4	No	Tim52000B2	SF	H	5.66	27.9	7x3x⅜	T
67		BG	1½-3	3000	138	192	12000	4800	P32x6	DP32x6	Own BG	6-3⅝x5	Own BG	U 4	No	Own AB	SF	H	5.44	26.8	7x3x⅜	T
68		BF	2½-4	4200	156	198	16000	6600	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	Own BG	U 4	No	Own AB	2F	H	7.01	33.9	7x3x⅜	T
69		AB	3-5	4000	147	219	17500	6450	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
70		AB	3-5	4200	147	219	17500	6700	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x¼	T
71		AB	3-5	4150	147	219	17500	6450	P34x7	DP34x7	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
72		AB	3-5	4500	147	219	17500	6700	P34x7	DP34x7	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x¼	T
73		BM	3-5	4700	157	217	21500	7500	B9.00/20	DB9.00/20	Own BC	6-4x5½	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	7x3x⅜	T
74		BC	4-6	5250	154	226	23500	7850	P36x8	DP36x8	Own BC	6-4x5½	Own BC	U 4	No	Own BC	2F	H	7.58	44.2	8½x3x⅜	T
75		BC	4-6	5500	154	226	23500	8000	P36x8	DP36x8	Own BC	6-4x5½	Own BC	U 4	No	Own BC	CD	R	7.88	46.0	8½x3x⅜	T
76		BX	4-6	5750	160	214	24800	7900	B9.75/22	DB9.75/22	Own BX	6-4¼x5½	Own BX	U 4	No	Own BX	CD	R	7.88	55.2	9½x3x¼	T
77		BX	4-6	5600	160	214	24700	8050	B9.75/22	DB9.75/22	Own BX	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.01	49.4	9½x3x¼	T
78		BJ	5-8	6450	188	245	31500	9800	B10.50/22	DB10.50/22	Own BK	6-4½x5½	Own AL	A 4	No	Own AK	2F	H	7.92	36.4	11½3¼x¼	T
79		BQ	5-8	6800	191	245	32600	10000	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	6.52	41.9	10½x3x¼	T
80		AK	5-8	5150	162	228	28500	9500	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.83	50.5	8½x2¾x¼	C
81		AK	5-8	5250	162	228	28500	9400	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	6.92	55.3	8½x2¾x¼	C
82		AK	5-8	6450	174	240	32500	10400	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	6.92	44.3	8½x3x⅜	C
83		BX-8	7½	6250	207	225	26000	9200	B9.75/24	DB9.75/24	Own BX	6-4½x5½	Own B	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	C
84		AC Light	5-8	4950	168	240	28000	9200	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8x3x⅜	C
85		AC Medium	6-9	5500	168	240	32000	9800	S36x6	DS40x6	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.75	49.8	8x3x⅜	C
86		AC Heavy	7-10	6000	168	240	37000	10150	S36x7	DS40x7	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.95	57.4	8x3x⅜	C
87		AC	6-9	6450	174	240	28500	11400	B10.50/24	DB10.50/24	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AC	CD	R	8.4	53.9	8½x3x⅜	C
88		AP	7½-10	8500	191	191	36500	11700	S36x7	DS40x8	Own AP	6-5x6	Own AP	J 4	No	Own AP	CD	R	8.31	53.3	8x3x⅜	C
89	Mar.-Herr.	TL-27	2-2½	3785	120	135	12000	5500	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL328	U 4	No	Own Tim	SF	H	Opt.	Opt	6x2½x¼	T
90	(All 4 Wh.Dr.)	TL-28	2½-3	4285	158	188	15200	7250	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 328	U 4	No	Own Wis	2F	H	Opt	Opt	6x2¾x¼	C
91		TL-29	3-3½	4950	158	188	17200	8700	B8.25/22	DB8.25/22	Her WXC	6-4x4½	Fu MGU	U 4	A 2	Own Wis	2F	H	Opt	Opt	6x2¾x¼	C
92		TL-30	3½-4	5485	158	188	19370	8370	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu MGU	U 4	A 2	Own Wis	2F	H	Opt	Opt	6x2¾x¼	C
93		TH-300	3½-4	6285	163	193	20300	9300	B9.75/20	DB9.75/20	Her YXC	6-4⅜x4¾	Fu JVUOG	U5	A 2	Own Wis	2F	H	Opt	Opt	8¼x3x⅜	P
94		TH-310	4-5	6785	163	193	22620	9620	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U5	A 2	Own Wis	2F	H	Opt	Opt	8¼x3x⅜	P
95		TH-310A	5-6	7785	163	193	25120	10120	B9.75/22	DB9.75/22	Her RXC	6-4½x5¼	Fu VUOG	U5	A 2	Own Wis	2F	H	Opt	Opt	8¼x3x⅜	P
96		TH-320	5-7	10500	198	228	31200	14200	B10.50/24	DB10.50/24	Her HXB	6-5x6	BL 724	U4	A 3	Own Wis	2F	H	Opt	Opt	10½x3x¾	P
97		TH-330	7½	12500	198	228	33920	14920	B11.25/24	DB11.25/24	Her HXD	6-5½x6	BL 734	U4	A 3	Own Wis	2F	H	Opt	Opt	10½x3x¾	P
98	Moreland	RR-10	1½	1195	159	Op	10000	4195	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 53200H	SF	R	5.66	35.0	7 7/16x2⅝x1/4	T
99		RR-12	2	1400	159	Op	12000	4585	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	R	5.83	36.1	7 7/16x2⅝x1/4	T
100		B13, 15	2½-3½	2850	184	Op	15000	5815	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 56200H	SF	R	6.17	40.7	9 7/16x3½x7/16	T
101		B16, 18	4-4½	3025	184	Op	18000	6195	B9.00/20	DB9.00/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 58200H	SF	R	6.13	40.5	9 7/16x3½x7/16	T
102		E16, 18	4-4½	3300	184	Op	18000	6460	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58200H	SF	R	6.13	32.9	9 7/16x3½x7/16	T
103		E19, 21	5-5½	3800	184	Op	21000	7155	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 524	U 4	No	Tim 65720H	WF	R	7.25	38.	9 7/16x3½x7/16	T
104		H-26	5½-6½	5300	196	Op	28000	8750	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	Fu 5212	A 12	No	Tim66720TW	WF	R	8.20	59.7	9 7/16x3½x7/16	T
105	Oshkosh	JSW	1½-2	2650	123	Op	10660	4880	B7.00/20	DB7.00/20	Her WXC	6-4x4½	BL 224	U 4	No	Own JSB	SF	H	6.19	40.1	6x3¼x¼	Tf
106	(All 4Wh. Dr)	JSB	1½-2	2490	149	Op	10750	4760	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	BL 51-4	U 4	No	Own JSB	SF	H	6.19	40.1	6x3¼x¼	Tf
107		LB	2-2½	3750	146	165	13900	6700	B9.00/20	B9.00/20	Her JXC	6-3¾x4¼	BL 51-4	U 4	No	Own LB	2F	H	7.3	39.0	7x3x¼	T
108		LC	2½-3	4000	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6-4x4½	BL 55-4	U 4	No	Own LC	2F	H	7.3	53.1	7x3x¼	T
109		H2A	3½	4675	146	165	16550	7550	B9.75/22	B9.75/22	Her WXC3	6-4¼x4½	BL 55-7	A 7	No	Own H2A	2F	H	8.94	84.9	7x3x½	L
110		H2B	3½-4	4890	146	165	18800	8700	B10.50/22	B10.50/22	Her YXC	6-4⅜x4¾	BL 615	U 5	No	Own H2B	2F	H	8.94	73.4	7x3x¼	L
111		H2C	4-5	5165	146	165	22000	9000	B11.25/20	B11.25/20	Her RXB	6-4½x5¼	BL 615	U 5	No	Own H2C	2F	H	9.6	78.9	7x3x½	L
112		Y2D	4-5½	5490	146	165	22250	9450	B11.25/20	B11.25/20	Her RXB	6-4½x5¼	BL 70-7	A 7	No	Own Y2D	2F	H	9.6	91.2	7x3x½	L
113		FHX	5-7	6145	146	165	26350	10350	B12 00/20	B12.00/20	Her RXC	6-4⅝x5¼	BL 70-7	A 7	No	Own FHX	2F	H	9.6	90.2	8x3x½	L
114		F2A	5-7½	6775	146	165	28400	11400	B12.75/20	B12.75/20	Her RXC	6-4⅝x5¼	BL 70-7	A 7	No	Own F2A	2F	H	9.1	85.5	8x3x½	L
115		GB	7½	***	156	170	30000	14000	B12.75/20	B12.75/20	Her HXB	6-5x6	BL 744	U 4	A 3	Wis Own	2F	H	5.0	96.3	10x3¼x½	L
116		G	7½-10	***	156	170	37000	14250	B13.50/20	B13.50/20	Her HXC	6-5¼x6	BL 744	U 4	A 3	Wis Own	2F	H	5.0	96.3	10x3¼x½	L
117	Pierce-Arrow	138S85	2-2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own E	8-3½x5½	Co RU4SL	U 4	No	Tim 56200	SF	R	5.28	32.6	7⅝x3½x⅞	C
118		15T298	3-3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6-3¼x4½	Cl B102	U 4	Op	Tim 56200	SF	R	6.16	40.2	7⅝x3½x⅞	C
119		17T361	3-4	2350	150	200	17000	5725	B39.00/20	DB8.25/20	Her WXC2	6-4¼x4½	Co RU48L	U 4	Op	Tim 58200	SF	R	6.83	42	7⅝x3½x⅞	C
120		18W361	3½-4½	3000	150	200	18000	6660	B9.00/20	DB9.00/20	Her WXC2 Spe	6-4¼x4½	Co RU48L	U 4	Op	Tim 65720	WF	R	6.8	42	8½x2½x⅞	C
121		19R479	3½-4½	3600	150	200	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	6.8	36	8¼x2½x⅞	C
122		21W361	4½-5½	3100	150	190	21000	6800	B9.75/20	DB9.75/20	Her WXC2 Spe	6-4¼x4½	Co RU4SL	U 4	Op	Tim 65720	WF	R	6.8	42	8½x2½x⅞	C
123	(Cont'd)	22R479	4½-5½	3700	150	200	22000	7970	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	6.8	36.0	8¼x2½x⅞	C

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 632-3	Ros	L4IH	620	PG	CD	96½	64	31½	41⅞x2½	54⅞x3	½
2	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 610-103	Ros	W:IM	360	G	TD	111	86½	35	41⅞x2½	48½x3½	½
3	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 633-11	Ros	W4IA	556	PG	CD	96½	64	31½	41⅞x2½	54⅞x3	¼
4	228	4.7	142	27.3	59-2800	L	G	A	7-2½	10⅜	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020BY	Ros	B4IM	268	G	TX	.....	.....	34⅛	40x2½	50x2½	½
5	263	5.0	160	31.5	68-2800	L	G	C	7-2½	10⅜	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IH	249	G	TX	92	56	34	37x2¼	54x2½	N
6	263	5.0	160	31.5	68-2800	L	G	C	7-2½	10⅜	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Tim 36020H	Ros	L4IH	316	G	TX	92	56	34	37x2¼	54x2½	½
7	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10⅜	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	353	G	TX	92	56	34	37x2¼	54x2½	½
8	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10⅜	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	353	G	TX	92	56	34	37x2¼	54x2½	½
9	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10⅜	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5557	Ros	L4IHV	383	G	TX	108	69	34	40x2¼	54x3	½
10	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
11	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
12	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
13	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34¼	40x2½	54x3	½
14	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34¼	40x2½	54x3	½
15	762	17.	420	57.0	125-1800	H	G	N	7-3½	17½	CC	En	No	M	CI	LN	dpBL	Yo	Spi	Shu 1633W	Ros	Ws4IA	560	G	CD	144	90	34	40x3	54x3	½
16	213	5.0	131	26.3	66-3400	L	C	C	4-2⅝	6¼	FP	No	Til	M	AL	AL	B-W	Mo	Spi	Own D-50	Own	B4IM	156	P	21	54⅛	27¾	Var	36½x1¾	51x1¾	N
17	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 104	Ros	B4IM	217	Pa	TX	35⅛	32⅛	34	40x2	46x2½	¼
18	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	21	93⅜	53⅜	32⅛	40x2	46x2½	N
19	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	21	93⅜	53⅜	32⅛	40x2	46x2½	N
20	224	4.7	138	25.3	54-2700	L	G	A	4-2⅜	7½	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 105	Ros	B4IM	287	P	21	93⅜	53⅜	32⅛	40x2	46x2½	½
21	224	4.7	138	25.3	54-2700	L	G	A	4-2⅜	7½	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 200	Ros	B4IM	305	Pa	2I	93⅜	53⅜	32⅛	40x2¼	46x2½	½
22	224	4.7	138	25.3	54-2700	L	G	A	4-2⅜	7½	PC	No	Zen	V	DR	DR	P.Ow	Mo	MM	Own 200	Ros	B4IM	295	Pa	2I	98⅛	55⅜	32	40x2¼	52x2½	½
23	223	5.4	154	28.3	63-3200	H	G	C	4-2⅜	6⅛	FP	No	Zen	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	303	Pa	2I	106⅜	62⅜	34	40x2	54x3	½
24	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13⅛	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	378	Pa	2I	104	61½	34	42x3	54x3	¼
25	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13⅛	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	¼
26	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13⅛	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	¼
27	312	4.0	200	28.9	59-1800	H	C	A	3-2¾	7⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Ow	Own 400	Own	BO4IM	710	Pa	2I	106½	73¼	34	41½x3	56x3½	¼
28	330	3.8	240	36.1	69-1800	H	C	A	3-3	7⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Ow	Own 500	Own	BO4IM	794	Pa	2I	120	81⅞	34	44x3	58x4	¼
29	525	4.5	315	48.6	98-1800	H	G	C	7-3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	804IMV	729	Pa	TD	106	72	34	48x3	56x3	N
30	618	4.4	398	60.0	114-1800	H	G	C	7-3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	804IMV	729	Pa	TD	106	72	34	48x3	56x3	N
31	228	4.7	150	27.3	50-2400	L	G	A	7-2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Cla F208	Ros	L4IH	222	p	TX	88	60	34½	40x2¼	52x3	N
32	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	N
33	294	4.7	200	33.7	80-2800	L	G	A	7-3	9⅞	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	FD	108	60	34½	39x2½	52x3	N
34	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2½	52x2½	N
35	330	4.1	212	38.4	76-2400	L	G	C	7-2⅝	13⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2½	52x3	½
36	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	394	a	TX	108	60	31½	38x2½	52x3	½
37	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2½	52x3	½
38	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
39	377	4.9	258	38.4	92-2300	H	C	A	4-2⅞	11⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
40	453	4.8	300	48.6	98-2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
41	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
42	498	4.4	322	43.3	125-2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
43	572	4.3	358	48.6	114-1900	L	G	C	4-3	10⅞	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
44	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11¼	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33⅝	42x3	56x4	½
45	214	4.9	137	27.3	61-3000	L	C	C	7-2⅛	8⅛	FP	No	Str	V	DR	DR	D.BL	Mo	Spi	Tim 30000H	Ros	L4IH	308	G	TX	101	64	34	38x2¼	52x2½	N
46	248	4.4	160	27.4	70-3200	L	C	C	7-2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	452	G	TX	126	76	34	38x2½	52x2½	½
47	311	4.2	196	33.8	73-2400	H	C	C	7-2¾	13	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	F	166	76	34	38x2½	52x3	½
48	339	4.2	212	38.4	80-2400	H	C	C	7-2¾	13⅛	FP	No	Str	V	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IH	648	G	TD	172	104	34	38x2½	52x3	½
49	381	5.2	237	40.8	89-2400	H	C	C	7-2¾	13⅛	CC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	38x2½	52x3	½
50	427	4.2	270	45.9	102-2400	H	C	C	7-2¾	13⅛	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 26450	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	½
51	224	4.7	145	25.3	61-2800	L	G	C	4-2⅜	8⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	287	Da	TX	110¾	67½	31⅞	38x2	52½x2½	½
52	242	5.0	160	27.3	65-2800	L	G	C	4-2⅜	8⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	271	Da	TX	143¾	79½	32	38x2	52½x2½	½
53	299	4.9	195	33.5	82-2600	L	G	C	4-2¾	10	PC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78¾	32	38x2	57½x2	½
54	299	4.9	195	33.5	82-2600	L	G	C	4-2¾	10	PC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33020H	Ros	L4IHV	367	Da	FD	140¼	93	32	39x2½	60x3	½
55	354	4.3	228	36.2	86-2300	L	G	C	4-2¾	10	FP	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	458	Da	FD	144	75	32	39x2½	60x3	½
56	452	4.6	310	46.	97-2000	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35000H	Ros	L4IHV	468	Da	FD	168	88	32½	44x3	60x3½	½
57	462	4.6	324	46.	125-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Ow	Spi	Tim 27450W	Ros	Ws4IA	690	Da	FD	168	81¼	34	44x3	60x3½	N
58	250	5.2	170	29.4	70-2800	L	G	C	7-3	9⅞	FP	Ha	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	247	a	TX	95½	63¾	32	40½x2½	54x2½	½
59	238	5.3	200	33.7	80-2600	L	G	C	7-3	9⅞	FP	Ha	Str	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	343	a	TD	114	72¼	32	42x2½	54x2½	½
60	393	4.8	260	42.	101-2400	L	G	C	7-3	11½	FP	Ha	Str	M	DR	DR	P.BL	Ch	Spi	Tim 35000H	Ros	L4IHV	412	a	TD	143¼	91⅛	33	42x3	58½x3	½
61	411	5.3	272	40.8	100-.000	L	G	C	4-2½	9⅞	FP	Ha	Str	M	DR	DR	D.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	527	a	TD	144	96½	32	42x2½	54x3	½
62	478	4.7	318	51.3	100-2000	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	P.BL	Ch	Spi	Tim26450TW	Ros	Ws4IA	618	a	TD	144	92⅛	33	42x3	58½x3	½
63	517	4.5	332	51.3	107-2000	L	G	A	7-3	13⅞	FP	Wa	Str	M	DR	DR	P.BL	Ch	Spi	Tim35000H	Ros	L4IHV	527	TD	TD	143⅛	91⅛	33	42x3	58½x3	½
64	517	4.5	332	51.3	107-2000	L	G	A	7-3	13⅞	FP	Wa	Str	M	DR	DR	P.BL	Ch	Spi	Tim35100TW	Ros	Ws4IA	618	a	TD	143⅛	91⅛	33	42x3	58½x3	½
65	517	4.5	332	51.3	107-2000	L	G	A	7-3	13⅞	FP	Wa	Str	M	DR	DR	P.BL	Ch	Spi	Tim26450TW	Ros	Ws4IA	623	a	TD	144	92⅛	33½	42x3	58½x3	½
66	248	5.1	145	25.4	61-2600	L	G	C	7-2⅝	11⅛	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own BL	Ge	L4IH	302	P	FX	109	64⅛	33⅛	40⅞x2½	52¾x2½	N
67	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11⅛	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	96	54½	33⅛	42x2½	54x3	½
68	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11⅛	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own BG	Ros	O4IMV	427	a	FD	132	84½	33⅛	44x2½	54x3	½
69	283	4.4	176	28.9	63-2100	L	G	C	3-3	8½	PS	Ow	Str	G	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	½
70	283	4.4	176	28.9	63-2100	L	G	C	3-3	8½	PS	Ow	Str	G	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56⅛x3½	N
71	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11⅛	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	½
72	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11⅛	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56⅛x3½	N
73	414	4.5	261	38.4	94-2400	L	G	C	7-3	13⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Ros	O4IMV	427	a	FX	156	108½	33¼	44x2½	54x3½	½
74	414	4.5	261	38.4	94-2400	L	G	C	7-3	13⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	610	a	FX	120	73	33¼	43¾x3	56⅛x3½	N
75	414	4.5	261	38.4	94-2400	L	G	C	7-3	13⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	590	a	JX	120	73	33¼	43¾x3	54x3½	N
76	468	4.7	292	43.4	104-2300	L	G	C	7-3	13⅛	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	144	91	33⅛	53⅛x3	56⅛x3½	N
77	468	4.7	292	43.4	104-2300	L	G	C	7-3	13⅛	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	144	91	33⅛	53⅛x3	56⅛x3½	N
78	525	4.8	350	48.6	125-2300	L	G	C	4-3½	11⅛	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Cle	Own AK	Ros	O4IMV	618	a	FD	120	79	33¼	50x3½	59⅛x4	¼
79	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11⅛	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Cle	Own BQ	Ros	O4IMV	618	a	FX	150	102	33¼	50x3½	58⅛x3½	½
80	471	3.9	320	40.0	75-1800	L	G	C	3-3	10⅜	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	JX	132	93⅛	37½	48x3½	52x4	½
81	471	3.9	320	40.0	75-1800	L	G	C	3-3	10⅜	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	FX	132	93⅛	37½	48x3½	56x4	½
82	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11⅛	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	561	a	FD	132	93	37⅝	47⅛x3½	58½x4	¼
83	468	4.7	292	43.4	104-2300	L	G	C	7-3	13⅛	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	212	138	33⅛	53⅛x3	56⅛x3½	N
84	471	3.9	320	40.0	75-1800	L	G	C	3-3	10⅜	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	C	2I	156	104	37½	46x3½	52x4	½
85	471	3.9	320	40.0	75-1800	L	G	C	3-3	10⅜	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	C	2I	156	104	37½	46x3½	52x4	½
86	471	3.9	320	40.0	75-1800	L	G	C	3-3	10⅜	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	C	2I	156	104	37½	46x3½	52x4	½
87	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11⅛	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	C	JX	156	105	37½	48x3½	52x4	½
88	708	4.8	427	60.0	138-1900	L	G	C	4-3½	11⅛	PS	Ow	Str	G	RB	LN	P.Ow	Ow	Spi	Own AC	Ros	O2IMV	284	C	JX	180	108⅞	37½	48x3½	52x4	½
89	282	5.3	190	33.7	73-2800	L	G	A	7-2½	10⅜	PC	No	Zen	M	DR	DR	P.BL	Yo	Spi	Own 1A	Ros	W2/41H	258	P	FD	Opt	48	34	40x2¼	50x2½	O
90	339	4.7	215	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 1	Ros	W2/41H	350	P	FD	Opt	67	34	40x2½	50x2½	O
91	339	4.7	215	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 1	Ros	W2/41H	350	a	FD	Opt	67	34	40x3	50x3	O
92	383	4.7	265	43.3	92-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 2A	Ros	W2/41A	812	a	FD	Opt	67	34	40x3	50x3	O
93	428	4.4	289	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 2	Ros	W2/41A	812	a	FD	Opt	72	34	44x3	52x3½	O
94	479	4.4	320	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 2	Ros	W2/41A	918	a	FD	Opt	72	34	44x3	52x3½	O
95	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 3	Ros	W2/41A	918	a	FD	Opt	72	34	44x3	52x3½	O
96	707	4.5	455	60	150-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own 3A	Ros	W82/41A	974	a	2FD	Opt	102	34	52x4	54x4	O
97	855	4.5	550	72.8	180-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own 4	Ros	Ws2/41A	974	a	2FD	Opt	102	34	52x4	54x4	O
98	282	5.0	176	33.8	73-2800	L	C	C	7-2½	10⅜	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 30000H	Ros	L4IH	254	a	TD	132	78	34	40x2½	54x3	½
99	282	5.0	176	33.8	73-2800	L	C	C	7-2½	10⅜	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	364	a	TD	132	78	34	40x2½	54x3	½
100	339	4.7	212	38.4	76-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	374	a	TD	156	101	34	40x2½	54x3	½
101	339	4.7	212	38.4	76-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	TD	156	101	34	40x2½	54x3	½
102	383	4.4	262	43.3	92-2400	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	FD	156	99⅛	34	41¼x2½	54x3	½
103	383	4.4	262	43.3	92-2400	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	W4IA	494	a	FD	156	99⅛	34	40x2½	54x3½	½
104	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	Mo	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	Ws4IA	620	a	FD	168	112¼	34	42x3	56x3½	½
105	339	4.7	225	38.4	75-2200	L	G	C	7-2½	13¼	PC	No	Zen	M	AL	AL	P.BL	Ow	Spi	Own JSB	Ha	B4IMV	304	G	TX	77½	51	34	42x2½	44x2½	½
106	282	5.3	176	33.7	72-2800	L	G	C	7-2½	10⅜	PC	No	Zen	M	AL	AL	P.BL	Ow	Spi	Own JSB	Ha	B4IMV	304	G	TX	103½	77	34	42x2½	44x2½	½
107	282	5.3	176	33.7	72-2500	L	G	C	7-2½	10⅜	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LB	Ros	O4XM	142	C	2I	112¼	82⅞	34	44x2½	50x3	N
108	339	4.7	210	38.4	70-2000	L	G	C	7-2⅝	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LC	Ros	O4XM	142	G	2I	112¼	82⅞	34	44x2½	50x3	½
109	383	4.7	265	43.3	86-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	RB	RB	D.BL	Mo	Blo	Own H2A	Ros	O4XM	142	G	2I	112¼	82⅞	34	44x2½	50x3	½
110	428	4.4	278	45.9	90-2000	L	G	C	7-3	15	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own H2B	Ros	O4XM	142

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS ENGINE Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Pierce-Arr'w	22X4	4½–5½	3900	200	240	22000	8095	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	6.8	36.	9¼x2½x⅜	C
2	(conc'd)	24X4	5–6	4150	150	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	40.2	9¼x2½x⅜	C
3	(T)	27T361T		2450	150	170	27000	5825	B9.00/20	DB9.00/20	Her WXC2	6-4½x4½	Co RU4SL	U 4	Op	Tim 58200	SF	R	7.8	48.2	7⅝x4x⅜	C
4		28M611	6–7	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6-4¾x5⅝	Own618290	A 4	Op	Own 616743	WF	A	8	42	9¼x2½x⅜	C
5		28Y479	6–7	4400	160	200	28000	10675	B10.50/24	DB10.50/24	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Own 616743	WF	A	8	42	9¼x2½x⅜	C
6		28K611	6–7	5500	200	240	28000	11900	B10.50/24	DB10.50/24	Her GXA	6-4¾x5⅝	Own618290	A 4	Op	Own 616743	WF	A	8	42	10x3x⅜	C
7		34K611	7½–10	5300	170	200	34000	11675	B10.50/24	DS40x8	Her GXA	6-4¾x5¾	Own618290	A 4	Op	Own 616743	WF	A	8	42	10x3x⅜	C
8	(T)	34T361T		2650	150	170	34000	7970	B9.00/20	DB9.00/20	Her WXC2	6-4½x4¼	BL 325	U 5	Op	Tim 58200	SF	R	7.8	52	7⅝x4x⅜	C
9	(T)	35R479T		3800	150	170	35000	7970	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Tim 75720	2F	R	9.11	50	8¼x2½x⅜	C
10	(T)	45X479T		4800	160	170	45000	9300	B10.50/20	DB10.50/20	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Tim 76720	2F	R	9.98	52.8	9¼x2½x⅜	C
11	(T)	75M779T		6400	190	190	75000	11750	B10.50/24	DB10.50/24	Her HXA	6-5¼x6	Own618290	A 4	A	Own 616743	2F	A	9.9	51.9	9¼x2½x⅜	C
12	(T)	60M611T		6100	190	190	60000	10350	B10.50/24	DB10.50/24	Her GXA	6-4¾x5¾	Own618290	A 4	A	Own 616743	WF	A	9.9	51.9	9¼x2½x⅜	C
13	Reo	1A, (1C††)	1½	625	136	160	8000	2930	B6.00/20	P32x6	Own	4-3⅛x4½	Own	U 4	No	Own	SF	H	5.	38.4	7x2¾x⅜	C
14		1B, (1D††)	1½	795	140	164	8500	3100	B6.00/20	P32x6	Own	6-3⅛x5	Own	U 4	No	Own	SF	H	5.28	34.8	7x2¾x⅜	C
15		2B-2D	2	1095	142	166	11000	3865	B6.50/20	DB6.50/20	Own	6-3⅛x5	Own	U 4	No	Own	SF	H	5.83	38.4	7x3x¼	C
16		2H (2J††)	2	1625	142	184	13500	4475	B7.00/20	DB7.00/20	Own	6-3⅛x5	Own	U 4	No	Own	SF	H	6.5	42.9	7x1¼x3	C
17		3H (3J,3K††)	3	2035	153	205	16000	5125	B7.50/20	DB7.50/20	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	6.14	40.5	8¼x1¼x3	C
18		4H,4J,4M	4	3070	170	205	20000	6280	B9.00/20	DB9.00/20	Own	8-3⅝x5	Own	U 4	Op	Own	SF	H	6.14	40.5	10x3x¼	C
19	Schacht	10HA	2–3	1570	156	195	11500	4072	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
20		20HA	2½–4	2185	160	207	15300	4783	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Fu MLU	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	P
21		25HA	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim	BF	R	6.02	39.2	7x3x¼	P
22		28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim	BF	R	6.83	43.8	7x3x¼	P
23		30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Wis	2F	R	7.14	46.4	7x3x¼	P
24		35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu MGU	U 4	No	Own	2F	R	8.00	52.0	8¼x3x⅜	P
25		40H	5–7	4295	154	235	25500	7600	B9.75/20	DB9.75/20	Her YXC	6-4⅝x4¾	Fu VUOG	U 5	No	Own	2F	R	7.07	49.7	8¼x3x⅜	P
26		40HB	7–9	4695	154	235	29500	7750	B10.50/20	DB10.50/20	Her YXC	6-4⅝x4¾	Fu VUOG	U 5	No	Wis	2F	R	7.07	49.7	8¼x3x⅜	P
27		66HA	8–11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4⅝x5¼	Fu VUOG	U 5	No	Wis	2F	R	7.07	49.8	8¼x3x⅜	P
28		(T) TRDA	10	3895	148	174	39000	6450	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
29	Sterling	FB40	1½–2	1135	142	162	10000	3450	B6.50/20	DB6.50/20	Con 25A	6-3¾x4	Wa T9	U 4	No	Own	BF	H	5.66	36.2	6x2⅝x⅜	C
30		FB50	2–2½	1240	142	162	11000	3650	B7.00/20	DB7.00/20	Con 25A	6-3¾x4	Wa T9	U 4	No	Own	BF	H	5.66	36.2	6x2⅝x⅜	C
31		FB60	2½–3	1590	142	162	12000	4150	B7.00/20	DB7.00/20	Wau TL	6-3¾x4¾	Wa T9	U 4	No	Own	BF	H	5.83	37.3	6x2⅝x⅜	C
32		FB70	2½–3	2635	174	204	13000	5755	B7 50/20	B7.50/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Own	BF	R	7.4	52.7	10x3¼x¼	L
33		FD80	3–4	3065	174	204	16000	6680	B8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	Own UC7	U 5	Op	Own	2F	R	7.8	55.3	10x3¼x¼	L
34		FB80 Spec	3½–4	3010	174	204	16000	6680	B8.25/20	B8.25/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.6	10x3¼x¼	L
35		FC90	4	4105	174	204	18000	7480	B9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	Own UC7	U 5	Op	Own	CD	R	8.66	61.7	10x3¼x¼	L
36	*	FD90	4	3315	174	204	18000	7480	B9.00/20	B9.00/20	Wau MK	6-4½x4¾	Own UC7	U 5	No	Own	2F	R	8.5	57.0	10x3¼x¼	L
37		FW97S, FD97S	4–5	4355	192	222	19500	8200	P36x8	DP36x8	Wau 6SRL	6-4⅝x5½	Own UC2	U 4	Op	Own	w/2F	R	7.75	51.6	12x3¼x¼	L
38		FC100	5–5½	4185	192	222	20000	7750	P36x8	DP36x8	Wau 6MK	6-4½x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	61.2	12x3¼x¼	L
39		FC105	5½	4645	192	222	21000	8000	B9.00/20	DB9.00/20	Wau 6SRS	6-4½x5½	Own UC	U 5	Op	Own	CD	R	8.66	61.7	12x3¼x¼	L
40	*	FW115, FD115	5–6	4690	192	222	23000	8750	P40x8	DP40x8	Wau 6SRL	6-4⅝x5½	Own UC2	U 4	Op	Own	w/2F	R	8.20	54.6	12x3¼x¼	L
41		FC107	5–6	4700	192	222	21500	8200	P36x8	DP36x8	Wau 6SRL	6-4⅝x5½	Own UC2	U 4	Op	Own	CD	R	8.20	54.6	12x3¼x¼	L
42		FC120S	7½	4900	192	222	24000	8400	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅝x5½	Own UC2	U 4	J 3	Own	CD	R	8.66	61.7	12x3¼x¼	L
43	*	FW140, FD140	7–8	6005	192	222	28000	10050	P40x8	DP42x9	Wau SRL	6-4⅝x5½	Own UC2	U 4	Op	Own	w/2F	R	10.0	66.6	15x3¼x¼	L
44	*	FC135	7–8	4800	192	222	27000	8900	P40x8	DP40x8	Wau SRL	6-4⅝x5¾	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	15x3¼x¼	L
45	*	FC140	8–8½	5595	200	230	28000	9350	P40x8	DP40x8	Wau HB	6-4¼x5¾	Own UC2	U 4	Op	Own	CD	R	8.3	55.2	15x3¼x¼	L
46	*	FC145	8–8½	6180	200	230	29000	10100	P40x8	DP40x8	Wau AB	6-4½x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
47	*	FW170, FD170	9½–10½	6980	200	230	34000	10550	P40x8	DP44x10	Wau AB	6-4½x5¾	Own UC8	U 4	Op	Own	w/2F	R	10.0	62.7	15x3¼x¼	L
48	*	FC170	9½–10½	6900	200	230	34000	10550	P40x8	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
49		FD195	12–12½	8925	200	230	39000	10750	B10.50/20	DB10.50/20	Cum H Die	6-4½x6	BL 734	U 4	Op	Wis 1910W	2F	R	8.88	55.8	15x3¼x¼	L
50	Stewart	41X	¾	695	124	145		2875	B6.50/18	DB6.50/18	Lyc	6-3½x4½	WG	U 4	No	Cla	S½	H	5.4	35.1	6x2½x⅜	T
51		42X	1½	795	134	176		3525	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅜	T
52		43X	2	995	145	176		4005	B6.50/20	DB6 50/20	Lyc	6-3⅜x4½	WG	U 4	No	Cla	SF	H	6.3	22.	7½x2¾x⅜	T
53		29XS	2	1695	145	190		4990	B.700/20	DB7.00/20	Lyc	6-3¾x4½	Ful	U 5	No	Cla	SF	R	6.37	44.4	7½x2¾x⅜	T
54		32X	2½	1990	165	220		5260	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	Fu	U 5	No	Cla	SF	R	6.37	44.4	9x2¾x⅜	T
55		58-8	2½	2390	170	226		5970	B7.50/20	DB7.50/20	Lyc	8-3¾x4½	BL	U 4	No	Cla	SF	R	7.1	47.0	9x2¾x⅜	T
56		18X	3	2690	165	220		6400	B7.50/20	DB7.50/20	Lyc	6-3⅞x5	BL	U 4	No	Tim	WF	R	7.25	47.5	9x2¾x⅜	T
57		48-8	3	2990	170	241		6750	B8.25/20	DB8.25/20	Lyc	8-3¾x4¾	BL	U 4	No	Cla	SF	R	7.1	50.1	9x2¾x⅜	T
58		19X	3½	3690	165	235		7110	B9 00/20	DB9.00/20	Lyc	6-3¾x5	Fu	U 4	A 3	Tim	WF	R	7.25	127.	9x2¾x⅜	T
59		38-6	3½	3990	170	241		7600	B9.00/20	DB9.00/20	Wau	6-4⅝x5½	BL	U 4	A 3	Tim	2F	R	7.3	147.	9x2¾x⅜	T
60		38-8	3½	3990	170	241		7600	B9.00/20	DB9.00/20	Lyc	8-3¾x4¾	BL	U 4	A 3	Tim	2F	R	7.3	147.	9x2¾x⅜	T
61		31X	5	5190	165	235		9340	B9.75/20	DB9.75/20	Wau	6-4⅝x5½	BL	U 4	A 3	Tim	WF	R	7.89	15.1	9¼x2¾x⅜	T
62		27XS	7	6190	165	235		10300	B10.50/24	DB10.50/24	Wau	6-4⅝x5½	BL	U 4	A 3	Tim	WF	R	6.56	58.8	9¼x2¾x⅜	T
63	Studebaker	(1)-S-2	1½–2	670	130	165	9000	3110	B6.00/20	P32x6	Own	6-3¼x4½	War T9	U 4	No	Cla B373	SF	H	5.66	36.2	7x2¾x⅜	T
64		S-4	1¾–2½	785	130	165	10500	3445	B6.00/20	DB6.50/20	Own	6-3¼x4⅝	War T9	U 4	No	Cla B412	SF	H	6.8	43.5	7x2¾x⅜	T
65		S-6	2–3	945	141	165	12000	4095	B6.50/20	DB6.50/20	Own	6-3¼x4⅝	War T9	U 4	No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅜	T
66		S-8	3–4	1350	141	183	16000	4875	B6.50/20	DP32x6	Own	6-3¼x4⅝	War T9	U 4	A 2	Tim 58200	SF	H	7.8	75.8	8x2¾x⅜	T
67	Walter	FN	2½–3	4500	120	144	15000	6500	B9.00/20	B9.00/20	Own 6MK	6-4½x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2¾x¼	
68		FM	3½–4	5500	120	144	18000	7500	B9.00/20	DB9.00/20	Own 6SRL	6-4⅜x5½	Own FM	U 5	No	Own FM	2D	H	6.00	60.0	12x2¾x¼	P
69		FKD	4–6	6300	118	136	24000	8500	B9.00/24	DB9.00/24	Own 6SRL	6-4⅜x5½	Own FK	U 5	No	Own FK	2D	H	8.50	85.0	11x3x¼	
70		FCS	5–7	7200	136	160	27000	9500	B9 75/24	DB9.75/24	Own 6SRK	6-4⅝x5½	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	
71		FBS	5–7	7900	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6RB	6-5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	
72		FBRS	7–9	8300	136	160	32000	10500	B10.50/24	DB10.50/24	Own 6RB	6-5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	
73	Ward La Fr...	25R14	2½	2800	176	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6-4x4¾	BL 324	U 4	No	Tim 54200H	SF	R	Opt	Opt	12x3x¼	B
74		25R16	3	2975	176	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	BL 324	U 4	No	Tim 56200H	SF	R	Opt	Opt	12x3x¼	B
75		25R18	3–4	3275	176	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 324	U 4	No	Tim 58200H	SF	R	Opt	Opt	12x3x¼	B
76		30R19	3–4	3675	194	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 524	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3½x¼	B
77		30R23	3½–5	4175	194	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6-4½x4¾	BL 524	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3½x¼	B
78		35R	4–5	4975	194	226	25000	8700	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5½	BL 534	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3½x¼	B
79		55RH	5–7½	5350	203	224	30000	10000	B10.50/20	DB10.50/20	Wau SRK	6-4⅜x5½	BL 724	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3½x¼	T
80		55RW	5–7½	5750	203	224	30000	10050	B10.50/20	DB10.50/20	Wau SRK	6-4⅜x5½	BL 724	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3½x¼	T
81		75RH	5–7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3½x¼	T
82		75RW	5–7½	6750	210	231	30000	10600	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3½x¼	T
83		50D	7½	5975	159	173	36000	11000	P40x8	DP40x8	Wau SRL	6-4⅜x5½	BL 724	U 4	No	Tim 68702D	WF	R	Opt	Opt	14x3½x¼	T
84		100RW	7½–10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 68720W	WF	R	Opt	Opt	14x3½x¼	T
85	White (12)	60K	1¼–1½	1850	112	112		3905	B7 00/20	B7 00/20	Own 2A	6-3½x4½	Own 3BC	U 3	No	Own 4C	S½	H	5.87	22.2	5x3x⅛	
86		601	1¼–1½	1850	138	157		4210	B7.50/20	B7.50/20	Own 2A	6-3½x4½	Own 5B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x⅜	C
87		161	1¼–1½	1700	138	157		4420	B7.50 20	B7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x⅜	C
88		602	1½–2	2050	138	157		4500	B7.00/20	DB7.00/20	Own 2A	6-3½x4½	Own 5B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅜	C
89		162	1½–2	1900	138	157		4710	B7 00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅜	C
90		611	2–2½	2450	148	196		4960	B7.00/20	DB7.00/20	Own 4A	6-3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3⅜x¼	C
91		211	2–2½	2300	148	198		5170	B7 00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3⅜x¼	C
92		612	2½–3	2800	148	196		5295	B7.50/20	DB7.50/20	Own 4A	6-3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅜x¼	C
93		212	2½–3	2650	148	198		5500	B7.50/20	DB7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅜x¼	C
94		620	2½–3	4350	157	195		7430	B8.25/20	DB8.25/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7½x2⅜x⅜	C
95		51A	2½–4	3750	170	190		6438	S36x5°	S36x8°	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 51A	S½	R	7.14	35.6	8x3x¼	
96		618	3–4	3600	166	206		6675	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3⅜x¼	C
97		621	3–4	4650	157	195		7945	B9.00/20	DB9.00/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	7⅛x2⅜x⅜	C
98		630	3–4½	5000	168	215		8500	B9.00/20	DB9.00/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	8x3x¼	
99		640	3–4½	6100	180	214		9200	B9.00/20	DB9.00/20	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 10C	SF	R	5.18	33.9	8½x3⅛x⅛	C
100		58	3–5	4400	180	195		7797	S36x5°	DS36x5°	Own GRB	4-4¼x5¾	Own 4B	U 4	No	Own 2C	2F	R	7.6	49.7	8½x3⅛x⅛	C
101		58-8S	7½	5300	196	196		9300	B10.50/24	DB10.50/24	Own GRB	4-4¼x5¾	Own 4B	U 4	No	O r n 6C	2F	R	11.8	77.5	10½x3⅜⅛	C
102		55	5	4650	174	215		8737	S36x5°	DS40x5	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 55	2F	R	10.1	66.	8x18.4 lb.	I
103		631	3½–6	5750	168	215		9000	B9.75/20	DB9.75/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.20	56.9	8x3⅜x¼	
104		641	3½–6	6450	180	214		9700	B9.75/20	DB9.75/20	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 2C	2F	R	7.16	66.9	8½x3⅛x⅛	C
105		642	4–7½	6750	180	214		10600	B9.75/24	DB9.75/24	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 13C	2F	R	10.2	66.5	8½x3⅛x⅛	C
106		52	5–7½	5100	174	215		9409	S36x6°	S40x12	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 52	2F	R	11.7	58.4	8x18.4 lb.	I
107		643	5–9	6950	180	214		10900	B10.50/24	DB10.50/24	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 13C	2F	R	10.2	66.5	8½x3⅛x⅛	C
108		691	7–9	7250	129	129		12200	B10.50/24	DB10.50/24	Own 5AD	6-4⅝x5¾	Own 10BB	U 5	No	Own 13CB	2F	R	10.2	63.4	8½x3⅜x⅜	C
109	Willys	77		445	100	100			B5.00/17	B5.00/17	Own 77	4-3⅛x4¾	Own 77	U 3	No	Own 77	S½	H	4.3	12.5	3¾x1¼x⅛	T
	Six-Wheelers																					
110	Autocar	6GE	15	11000	198	234		16300	B9.75/22	DB9.75/22	Ste LT	6-5¼x6	BL 734	U 4	A 3	Tim SW410	WF	R	8.2	99.6	10¼x3x⅜	T
111	Chicago	1-56-D	4 10	6000	198	222	39000	12740	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅝x5½	BL 60	A 7	No	Tim 300W	WF	R	7.75	73.6	8x3¼x⅜	C
112	Corbitt	20SW6	4R 3–5	5720	Op	Op	26000	9000	B7.50/20	DB7.50/20	Con 20R	6-4½x4¾	BL 615	U 5	No	TimSW150W	w/2F	H	Opt	Opt	8x3½x¾	
113		28SW6	4R 5–7½	6380	Op	Op	33000	10000	P34x7	DP34x7	Con 21R	6-4⅝x4¾	BL 607	A 7	No	TimSW250W	w/2F	H	Opt	Opt	8x3⅜	C
114		36SW6	4R 7½–10	8800	Op	Op	40500	11500	P36x8	DP36x8	Con 21R	6-4⅝x4¾	BL 607	A 7	No	TimSW310W	w/2F	R	Opt	Opt	10½3½x⅛	T
115		40SW6	4R 10–15	11000	Op	Op	54200	13000	P38x9	DP38x9	Con 16H	6-4¾x5¾	BL 707	A 7	No	TimSW410W	w/2F	R	Opt	Opt	10½3½x⅛	T
116	Diamond T	801	4R 4	4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6-4⅝x4¾	BL 55	A 7	No	Own	WF	H	Opt	Opt	6½x3⅜x¼	P
117		1201	4R 6	5600	180	210	28000	11000	P34x7	DP34x7	Her RXB	6-4½x5¼	BL 60	A 7	No	Tim SW200	WF	R	Opt	Opt	9x3½x¼	P
118		1602	4R 8	6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6-4½x5¼	BL 60	A 7	No	Tim SW310	WF	R	Opt	Opt	9x3½x¼	P
119		1603	4R 8	7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6-5x5¾	BL 70	A 7	No	Tim SW310	WF	R	Opt	Opt	9x3½x¼	
120	Dodge Bros.	UGS50	1½–3	875	153	153	12000	3575	B6.00/20	P32x6	Own	4-3⅝x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7⅛x2½x⅜	C

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BODY MOUNTING DATA: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	479	4.6	318	51.3	104–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	T4IA	473	D	CD	168¼	33¾	34	41x2½	56x3	½
2	479	4.6	318	51.3	104–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	T4IA	618	D	CD	132¾	78¼	34	41x3	56x3½	½
3	361	4.7	229	40.3	77–2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	93⅞	59⅜	34	38x2¼	56x3	½
4	611	4.5	410	54.1	130–2000	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	TO4IA	720	D	TX	127	72½	34	41x3	56x4	½
5	479	4.6	318	51.3	104–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	TO4IA	720	D	CD	132¾	78¼	34	41x3	56x4	½
6	611	4.5	410	54.1	130–2000	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	TO4IA	720	D	TX	167	112½	34	41x3	56x4	½
7	611	4.5	410	54.1	130–2000	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	TO4IA	720	D	TX	137¾	82½	34	41x3	56x4	½
8	361	4.7	229	40.3	77–2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	93⅞	59⅜	34	38x2½	56x3	½
9	479	4.6	318	51.3	104–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	98¼	63¾	34	41x2½	56x3	½
10	479	4.6	318	51.3	104–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	T4IA	618	D	TX	112⅞	78⅜	34	41x3	56x3½	½
11	779	4.5	482	66.1	150–1800	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	TO4IA	720	D	TX	137	102½	34	41x3	56x4	½
12	611	4.5	410	54.1	130–2000	L	G	A	7-3½	16⅝	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	TO4IA	720	D	TX	137	102½	34	41x3	56x4	½
13	205	4.9	136	23.3	51–2500	L	G	B	5-2⅛	8¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Cle	Own	Ros	L4IH	246	P	TX	102¼	60	34	40x2	50x2½	O
14	230	5.3	152	23.4	68–2800	L	C	A	7-2¼	12	CC	No	Zen	M	DR	DR	P.Lo	Ow	Cle	Own	Ros	L4IH	246	P	TX	102	60	34	40x2	50x2½	O
15	268	4.9	175	27.3	75–2800	L	C	A	7-2¼	12	CC	No	Zen	M	DR	DR	P.Lo	Ow	Cle	Own	Ros	L4IH	289	C	TX	105¼	60½	34	40x2¼	52x2½	½
16	268	4.9	175	27.3	75–2800	L	C	A	7-2¼	12	CC	No	Zen	M	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	289	a	TX	116⅜	60½	34	40x2½	52x2½	½
17	309	4.9	200	31.5	85–2800	L	C	A	7-2⅝	12	CC	No	Zen	M	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	344	a	FD	124½	68⅜	34	44x3	54x3	½
18	358	4.9	230	36.4	110–2800	L	G	A	9-2⅝	12½	FP	EV	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IHV	390	a	FD	143	83	34	44x3	56x3½	½
19	248	5.1	150	27.3	65–2600	L	G	C	7-2⅝	10¾	FP	No	Zen	M	DR	DR	D.BL	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
20	298	4.7	192	33.7	66–2200	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
21	339	4.7	225	38.4	73–2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	50x3	½
22	339	4.7	225	38.4	73–2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
23	339	4.7	225	38.4	73–2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
24	360	4.7	238	40.3	80–2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
25	428	4.4	280	45.9	93–2200	L	G	C	7-3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
26	428	4.4	280	45.9	93–2200	L	G	C	7-3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	G	TD	106	Opt	31½	40x2½	50x3	½
27	529	4.9	355	51.2	115–2200	L	G	C	7-3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu	Ow	Ws4IA	847	G	TD	118	Opt	31½	42x3	60x3½	½
28	478	4.4	318	51.2	103–2200	L	G	C	7-3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	893	H	TD	92¼	Opt	31½	40x2½	50x3	½
29	214	5.0	137	28.0	72–3300	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	½
30	214	5.0	137	28.0	72–3300	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	½
31	255	5.0	175	28.0	68–2600	L	G	C	4-2⅜	7⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L4IH	282	P	TX	96	57	34	38x2¼	50x2½	½
32	358	4.4	230	38.4	80–2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 31000H	Ros	L4IHV	330	a	CX	144	91	34	42x2½	54x3	½
33	358	4.4	230	38.4	80–2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 33000H	Ha	L4IHV	396	a	CX	144	91	34	42x2½	54x3	½
34	358	4.4	230	38.4	80–2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 33000H	Ha	L4IHV	392	a	CX	144	91	34	42x2½	54x3	½
35	381	4.4	240	40.8	85–2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 33000H	Ha	O2IMV	466	s	JX	144	91	34	42x2½	54x3	½
36	381	4.4	240	40.8	85–2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 33000H	Ha	L4IHV	397	a	CX	144	91	34	42x2½	54x3	½
37	462	4.5	300	45.9	102–2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
38	381	4.4	240	40.8	85–2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 35000H	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
39	411	4.6	260	40.8	91–2400	L	G	A	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 35000N	Ros	O2IMV	562	s	JX	172	108	34	48x3	54x3	½
40	462	4.5	300	45.9	102–2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
41	462	4.5	300	45.9	102–2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 35000N	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
42	462	4.5	300	45.9	102–2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 35000N	Ros	O2IMV	658	s	JX	172	108	34	48x3	54x3	½
43	462	4.5	300	45.9	102–2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 26450TN	Ros	Ws4IA	690	a	CX	172	108	34	48x3	60x4	½
44	462	4.5	300	45.9	102–2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 26450N	Ros	O2IMV	500	s	JX	172	108	34	48x3	54x3	½
45	489	4.5	295	43.4	90–2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
46	549	4.5	330	48.6	99–2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
47	549	4.5	330	48.6	99–2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 27050TW	Ros	Ws4IA	690	a	CX	163	107	34	48x3	60x4	½
48	677	4.4	440	60.0	125–2000	L	G	A	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim 27450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
49	672	17	420	57.0	125–1800	H	G	C	7-3¼	16½	CC	En	No	M	CL	LN	P.BL	Mo	Spi	Tim 27450TW	Ros	Ws4IA	718	a	CX	163	107	34	48x3	60x4	½
50	207	4.8	142	23.4	56–2600	L	G	C	4-2⅜	7	PC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	81	41¾	32½	38½x2¼	50x2½	...
51	224	4.8	142	25.3	62–2800	L	G	C	4-2⅜	8¼	PC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	257	a	TX	92	51⅜	32⅛	38x2½	50x2½	N
52	242	5.	162	27.3	65–2800	L	G	C	4-2⅜	8¼	PC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	257	a	TX	103¼	62⅝	32⅛	38½x2¼	50x2½	½
53	299	5.0	193	33.8	85–2750	L	G	C	4-2⅝	9¼	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	308	a	TX	104⅝	58⅝	32⅛	38x2¼	50x3	½
54	299	5.0	193	33.8	85–2750	L	G	C	4-2⅝	9¼	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	348	a	TX	127⅝	79¼	32¼	38x2¼	50x3	½
55	354	4.6	224	36.2	90–2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Tim	Ros	B4IM	348	a	TX	129¾	79¼	32¼	40x3	56x3	½
56	322	5.2	225	36.5	90–2750	L	G	C	5-2⅜	11	CC	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	452	a	TF	126¾	79¼	32¼	40x3	50x3	½
57	420	5.2	300	44.4	130–2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	D.BL	Fe	Spi	Cla	Ros	B4IMV	348	a	TX	128⅛	75⅞	32¼	40x3	56x3	½
58	354	4.6	224	36.2	90–2750	L	G	C	4-2¾	10	PS	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Eat	Ros	B4IM	523	a	TX	126¾	76¼	32¼	40x3	56x3	½
59	462	4.6	300	45.9	100–2000	L	G	C	7-3	12⅞	FP	Mo	Str	P	DR	DR	D.BL	Fe	Spi	Eat	Ros	B4IMV	523	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
60	420	5.2	300	44.4	130–2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	D.BL	Fe	Spi	Eat	Ros	B4IMV	523	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
61	516	4.5	330	51.2	110–2000	L	G	C	7-3	12⅞	PS	Wa	Str	P	DR	DR	D.BL	Mo	Spi	Eat	Ros	B4IMV	565	a	TX	128¼	73¼	34	40x3	56x4	½
62	516	4.5	330	51.2	110–2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	D.BL	Mo	Spi	Eat	Ros	Ws4IA	759	a	TX	128¼	73¼	34	40x3	56x4	½
63	230	4.6	154	25.4	75–3200	L	G	C	4-2½	8¼	CC	No	Str	M	DR	DR	P.Lo	Mc	Spi	Cla F212	Ros	B4IM	231	a	4I	83¼	48⅛	33⅓	36x1¾	45x2½	Ó
64	230	4.6	154	25.4	75–3200	L	G	C	4-2½	8¼	CC	Ha	Str	M	DR	DR	P.Lo	Mc	Spi	Cla F212	Ros	B4IMV	231	a	4I	83¼	48⅛	33⅓	36x1¾	45x2½	½
65	230	4.6	154	25.4	75–3200	L	G	C	4-2½	8¼	CC	Ha	Str	M	DR	DR	DP.Lo	Mc	Cle	Tim 31010	Ros	B4IMV	284	D	4I	97¼	60	34	39x2	56x3	½
66	230	4.6	154	25.4	75–3200	L	G	C	4-2½	8¼	CC	Ha	Str	M	DR	DR	DP.Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	a	4I	97¼	60	34½	39x2½	56x3	½
67	381	4.5	240	40.0	85–2200	L	G	C	7-2⅝	12⅝	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FN	Ros	O4FXM	450	D	FM	126	84	34	48x3	48x3	½
68	462	4.5	300	46.0	100–1900	L	G	C	7-3	13⅞	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FM	Ros	O4FXM	450	D	FM	126	84	34	48x4	48x4	½
69	462	4.5	300	46.0	100–1900	L	G	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	108	78	36	52x4	52x4	½
70	517	4.5	330	51.0	110–1900	L	C	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
71	677	4.5	440	60.0	130–1900	L	G	C	7-3½	10⅝	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
72	677	4.5	440	60.0	130–1900	L	G	C	7-3½	10⅝	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
73	358	4.6	228	38.4	77–2200	L	G	C	7-2⅝	12½	FP	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	260	a	TD	144	90⅜	33	40x2¼	52x3	½
74	358	4.6	228	38.4	77–2200	L	G	C	7-2⅝	12½	FP	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	330	a	TD	144	90⅜	33	40x2¼	52x3	½
75	381	4.6	240	40.8	83–2200	L	G	C	7-2⅝	12½	FP	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	375	a	TD	144	90⅜	33	40x2¼	52x3	½
76	381	4.6	240	40.8	83–2200	L	G	C	7-2⅝	12½	FP	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	375	a	TD	168	105¼	33	40x2½	52x3	½
77	381	4.6	240	40.8	83–2200	L	G	C	7-2⅝	12½	FP	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105¼	33	40x2½	52x3	½
78	462	4.6	300	45.9	102–2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105¼	33	40x2½	52x3	½
79	517	4.6	330	51.3	110–2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	650	a	TD	192	117½	33	40x3	56x3½	½
80	517	4.6	330	51.3	110–2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27450TW	Ros	Ws4IA	590	a	TD	192	117½	33	40x3	56x3½	½
81	677	5.5	465	60.	145–2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450H	Ros	L4IHV	650	a	TD	192	117½	33	42x3	56x3½	½
82	677	5.5	465	60.	145–2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27450TW	Ros	Ws4IA	590	a	TD	192	117½	33	42x3	56x3½	½
83	462	4.6	300	45.9	102–2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 16302	Ros	T2IMV	485	a	TD	124	88	37	44x3	56x3½	½
84	677	5.5	465	60.	145–2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27450TW	Ros	Ws4IA	590	a	TD	192	117½	33	42x3	56x4	½
85	260	4.8	150	29.4	54–2100	L	C	S	7-2⅝	10⅛	FP	No	Zen	V	DR	LN	P.Ow	Ow	Spi	Own 4D	Ha	L4IH	276	a	TX	...	...	...	...	50x2½	N
86	260	4.8	150	29.4	54–2100	L	C	S	7-2⅝	10⅛	FP	No	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	39x2¼	50x2½	N
87	280	4.3	170	25.6	45–1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	39x2¼	50x2½	N
88	260	4.8	150	29.4	54–2100	L	C	S	7-2⅝	10⅛	FP	No	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	39x2¼	56x2½	N
89	289	4.3	170	25.6	45–1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	39x2½	50x2½	N
90	299	4.8	196	33.7	70–2100	L	C	C	7-2⅝	10⅛	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115⅛	68⅛	34½	41x2½	54x3	N
91	289	4.3	170	25.6	45–1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115⅛	68⅛	34½	41x2½	54x3	N
92	299	4.8	196	33.7	70–2100	L	C	C	7-2⅝	10⅛	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	CX	115⅛	68⅛	34½	41x2½	54x3	N
93	289	4.3	170	25.6	45–1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115¾	68⅛	34½	41x2½	54x3	N
94	396	4.9	250	38.4	100–2100	H	C	S	7-2¾	13¼	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	414	a	CI	107½	67½	34	41x2½	54x3	N
95	326	4.3	207	28.9	54–1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 51A	Ow	O2IM	335	a	CX	146	84¾	34	40½x2½	54x3½	N
96	299	5.5	202	33.7	77–2400	L	C	S	7-2⅝	10⅛	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	140¼	84¼	34	41x2½	54x3	N
97	396	4.9	250	38.4	100–2100	H	C	S	7-2¾	13¼	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	484	a	CI	107½	67½	34	41x2½	54x3½	N
98	396	4.9	250	38.4	100–2100	H	C	S	7-2¾	13¼	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	O4IHV	553	a	CI	144⅜	84⅜	34⅛	42x3	56x3½	½
99	519	4.0	333	45.9	118–2100	H	C	S	7-3	15⅓	FP	Ow	Zen	V	LN	LN	dp.Ow	Ow	Spi	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34⅛	42x3	56x3½	½
100	326	4.3	207	28.9	54–1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 2D	Own	OPXM	224	a	2I	148½	93½	34½	40½x3	56x3½	½
101	326	4.3	207	28.9	54–1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	OPXM	224	a	2I	176	120	38½	...	57x3	N
102	326	4.3	207	28.9	54–1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 55	Own	OPXM	224	a	2I	167⅝	107½	42½	44x3	51⅞x5	N
103	396	4.9	250	38.4	100–2100	H	C	S	7-2¾	13¼	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	CI	144⅞	84⅞	34⅛	42x3	56x3½	½
104	519	4.0	333	45.9	118–2100	H	C	S	7-3	15⅓	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	CI	156¾	91¾	34⅛	42x3	56x3½	½
105	519	4.0	333	45.9	118–2100	H	C	S	7-3	15⅓	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34⅛	42x3	51⅞x5	N
106	326	4.3	207	28.9	54–1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 52	Ow	OPXM	224	a	2I	167⅝	107½	42½	44x3	51⅞x5	N
107	519	4.0	333	45.9	118–2100	H	C	S	7-3	15⅓	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34⅛	42x3	51⅞x5	N
108	580	4.6	385	51.3	130–2300	H	C	S	7-3	15⅓	FP	Ow	Zen	M	DR	LN	P.Ow	Ow	Spi	Own 5D	Ros	O4IA	623	a	TD	100	65	36	41x3	55⅝x5	N
109	134	5.1	100	15.6	48–3200	L	C	C	3-2¼	5¼	CC	No	Ti	M	AL	AL	P.Ow	Fe	.....	Own 77	....	B4IM	134	P	4I	.....	.....	.....	30x1¾	46x1¾	N
110	780	4.7	475	66.1	156–1800	L	G	A	7-3	16¼	FP	St	Ze2	M	NE	LN	dp.

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS										FRAME	
											ENGINE		TRANSMISSION		REAR AXLE				GEAR RATIOS			
			Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Dodge Bros...GS50		1½-3	935	153	153	12000	3650	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7⅞x2⅝x¼	C
2	.....GS55		2-4	1260	158	158	14575	4450	B7.00/20	DB7.00/20	Own	6-3¼x4⅝	Own	U 5	No	Own	SF	H	6.37	50.9	8⅛x2⅛x¼	C
3	.....FS75		.....	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	7.13	48.2	10x3¼x⅜	C
4	Fageol.....8-46	4R	8	7200	195	220	38000	12200	B9.75/20	DB9.75/20	Wau SRK	6-4⅝x5½	BL 554	U 4	A 3	Tim Own	WF	H	5.19	127.	8x3½x⅜	C
5	10-46	4R	10	8700	232	232	54000	14100	B9.75/20	DB9.75/20	Wau RB	6-5x5¾	BL 714	U 4	A 3	Tim Own	WF	H	5.19	127.	8½x4x⅜	C
6	Federal D2SWL	2R	3	1050	140	182	13750	3925	B6.00/20	P32x6	Con W10	4-3⅞x4¼	WG T9	U 4	No	Cla B373A	SF	H	6.38	40.8	6x2¾x¼	C
7	.....E2SWL	2R	3	1150	145	187	13750	3975	B6.00/20	P32x6	Con 17E	6-3⅝x4	WG T9	U 4	No	Cla B373A	SF	H	6.38	40.8	6x2¾x¼	C
8	.....D2DL	4R	3	1350	140	182	14000	4235	B6.00/20	P32x6	Con W10	4-3⅞x4¼	WG T9	U 4	No	Cla B373A	BF	H	6.38	40.8	6x2¾x¼	C
9	.....E2DL	4R	3	1450	145	187	14000	4310	B6.00/20	P32x6	Con 17E	6-3⅝x4	WG T9	U 4	No	Cla B373A	BF	H	6.38	40.8	6x2¾x¼	C
10	.....A6SW	2R	4	1925	164	182	18500	6050	P32x6	DP32x6	Con 16C	6-3⅜x4⅝	Own 7776	A 4	No	Cla B610A	BF	H	6.38	38.5	6x3½x¼	C
11	.....A600SW	2R	4½-5	2395	170	206	20000	7300	B7.50/20	DB7.50/20	Con E602	6-4½x4½	Own 7784	A 4	No	Cla B642	BF	H	7.16	46.7	6x3½x¼	P
12	.....A600D	4R	4½-5	2795	170	206	20000	7700	B7.50/20	DB7.50/20	Con E602	6-4½x4½	Own 7784	A 4	No	Cla B642	BF	H	7.16	46.7	6x3½x¼	P
13	.....T10SW	2R	7	3895	188	224	28000	9600	P34x7	DP34x7	Con 18R	6-4x4½	Cla B710	A 5	No	Tim 58200H	BF	H	7.8	50.6	7½x3½x¼	C
14	FWD.....MX6	6	10-15	12255	200	Op	48000	17800	B13.50/20	DB13.50/20	Wau RB	6-5x5¾	BL 714	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x⅛	C
15	.....X6	4F	6-10	7385	170	Op	36000	12000	B9.75/20	DB9.75/20	Wau SRK	6-4⅝x5½	Own U	A 5	Op	Own X	BF	H	7.35	73	7x3x⅛	C
16	(6)Gen.Mo.T90	4R	5-7½	4690	185	220	28000	9570	B7.50/20	DB7.50/20	Own 400	6-4½x5	Own	U 5	Op	Own	WF	H	9.25	76.0	9¼x3½x¼	TL
17	.....T95	4R	9-11	7695	189	224	40000	13250	P34x7	DP34x7	Own 525	6-4½x5½	Own	U 4	Op	Own	WF	H	8.50	53.3	9¼x4x¼	L
18	.....T130	4R	12-15	9490	189	224	50000	14545	B9.75/20	DB9.75/20	Own 616	6-4⅞x5½	Own	U 4	A 3	Own	WF	H	9.50	119.	9¼x4x⅜	L
19	Hug.....99	4R	10	1030	148	148	58500	15100	S36x8	S40x16	Bud GF6	6-4¾x6	BL 714-703	U 4	A 3	Wis SD410W	2F	R	10.3	139	9x4¼x⅛	I
20	Ind..95SBT-151	2C	.....	1675	168	186	20000	5500	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	T	7.4	45.8	7¼x2¾x½	C
21	.....95SW 75	4R	.....	1735	168	186	20000	5800	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7¼x2¾x½	C
22	....17SBT251	2C	.....	3250	188	224	28000	8550	P34x7	DP34x7	Her YXC	6-4⅛x4¾	BL 334	U 4	Op	Tim SBT251	SF	R	6.1	37.8	8½x3x⅜	TL
23	....17SW251	4R	.....	3475	188	224	28000	9000	P34x7	DP34x7	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Tim SW251	WF	R	6.2	38.1	8½x3x⅜	TL
24	Ken....186SDT	2C	10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6-4⅛x4¾	BL 1554	U 4	A 3	Tim Sdt310w	2F	H	7.33	104.	9x3½	
25	.....241SDT	2C	10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6-4½x5½	BL 714	U 4	A 3	Tim Sdt310w	2F	H	7.33	85.5	9x3x¼	T
26	.....346A	4R	10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	84.5	8x3x⅜	C
27	.....346B	4R	10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6-4¾x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x⅜	C
28	.....346C	4R	10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x⅜	C
29	.....386C	4R	10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim SW410w	WF	H	7.60	103.	8x3x⅜	C
30	Kleiber.....280	4R	7½	6000	201	210	28000	10060	B9.00/20	DB9.00/20	Con 20R	6-4⅛x4¾	BL 714-60	A 7	A 3	Tim Sw200tw	WF	R	7.75	73.6	7x3½x⅜	P
31	340	4R	10	7000	210	215	34000	11900	B9.75/20	DB9.75/20	Con 21R	6-4⅜x3¾	BL 714-60	A 7	A 3	Tim Sw300W	WF	R	9.33	88.6	8x3½x⅜	P
32	.....340T	4R	10	8000	215	225	34000	13650	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 714-60	A 7	A 3	Tim Sw400W	WF	R	10.3	98.1	8x3½x⅜	C
33	La Fran-R...Q6	4R	9-12	11605	216	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12-4x5	BL 714	U 4	No	Tim SWD410	WF		Opt	Opt	12x3½x¼	L
34	Maccar...SW86	2R	10-15	8250	216	250	38700	14450	B10.50/20	DB10.50/20	Wau 6SRK	6-4½x5½	BL 615	A 5	No	Tim SWT420	WF	R	7.6	62.5	12x3x⅜	T
35	.....TD500	4R	10-20	12500	224	268	50000	16250	B10.50/20	DB10.50/20	Ste TL	6-5¼x6	BL 748	A 8	No	Own	WF		7.6	64.5	12¼x3⅛x⅝	T
36	Mack.....BX	4R	.....	8150	178	207	35400	12000	B8.25/22	DB8.25/22	Own BX	6-4¼x5½	Own BX	U 4	No	Own BX6	2F	A	6.53	46.0	9¼x3x¼	C
37	.....BQ	4R	.....	9350	224	248	41500	15000	B9.75/22	DB9.75/22	Own BQ	6-4¾x5¼	Own BQ	A 4	No	Own BX6	2F	R	6.54	41.9	10½x3⅜x¼	C
38	.....AC	4R	8-15	8500	217	257	50500	14550	P40x8	DP40x8	Own BQ	6-4¾x5¾	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8x3x⅜	
39	.....AK	4R	8-15	9000	217	257	50500	15900	B9 75/22	DB9.75/22	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x⅜	C
40	.....AP	4R	8-15	10500	217	257	51000	14850	P40x8	DP40x8	Own AP	6-5x6	Own AC	J 4	No	Own AP	CD	R	9.26	59.4	8x3x⅜	C
41	.....AP	4R	8-15	11000	217	257	50500	16400	B9.75/22	DB9.75/22	Own AP	6-5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x⅜	C
42	Mar-Herr..TH310A-6		7½-10	10000	193	229	37070	14070	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	Fu VUOG	U 5	A 2	Wis SD310W	2F	R	9.11	164.	8½x3x⅜	P
43	All 6 Wh. Dr. TH320-6		10-12	15000	225	255	45900	18900	B10.50/22	DB10.50/22	Her HXB	6-5x6	BL 724	U 4	A 3	Wis SD420A	2F	R	9.11	189.	10½x3x⅜	P
44	.....TH330-6		12-15	17500	225	255	54100	20100	B11.25/20	DB11.25/20	Her HXD	6-5½x6	BL 734	U 4	A 3	Wis SD510	2F	R	10.2	189.	10½x3x⅜	P
45	Mor'd....RA-15		4	1550	170	Op	15500	5300	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim SBT75	SF	R	5.66	35.0	7¼x2⅝x¼	T
46	RA20	2C	5-5½	1985	184	Op	20000	6350	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	R	6.16	38.2	9¼x3½x¼	T
47	SterlingFBT152	2R	8½	4580	174	204	30400	9500	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.5	10x3¼x¼	L
48	.....FBT152	2R	8½	4705	174	204	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Own UC7	U 5	No	Own	2F	R	9.0	52.7	10x3¼x¼	L
49	.....FDS180	4R	8-10	8925	158	Op	36000	12850	P40x8	DP40x8	Wau AB	6-4½x5¾	Own UC8	U 4	A 3	Tim 310	2F	R	9.1	113.	15x3¼x¼	L
50	.....FDS200	4R	10-12	9510	159	Op	40000	13550	P40x8	DP40x8	Wau RB	6-5x5¾	Own UC8	U 4	A 3	Tim 410	2F	R	9.1	113.	15x3¼x¼	L
51	*.....FCS210	4R	15-18	10825	Op	Op	42000	14750	P40x8	DP40x8	Wau RB	6-5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	L
52	.....FDT200	2R	12-12½	7670	178	208	40000	12050	P40x8	DP40x8	Wau 6-125	6-4⅜x5½	Own UC	U 4	Op	Own	2F	R	8.85	58.8	12x3¼x¼	L
53	.....FDT250	2R	16-16½	8855	186	216	50000	13550	P42x9	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4	Op	Own	2F	R	8.85	55.5	15x3¼x¼	L
54	.....FCT180	2R	10-10½	7265	178	208	36000	11200	P36x8	DP36x8	Wau SRL	6-4⅜x5½	Own UC	U 4	Op	Own	CD	R	8.2	54.5	12x3¼x¼	L
55	.....FCT200	2R	12-12½	7685	178	208	40000	11800	P40x8	DP40x8	Wau 6-125	6-4⅜x5½	Own UC	U 4	Op	Own	CD	R	9.3	61.8	12x3¼x¼	L
56	Wht.630SW200	4R	5-6	6245	193	205	.....	10000	B8.25/20	DB8.25/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Tim SW200H	WF	R	6.75	44.2	8½x3x⅛x⅛	C
57	...642SW320	4R	7-9	8025	198	210	.....	12670	B9.00/20	DB9.00/20	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	TimSW310W	WF	R	8.5	55.6	8½x3x⅛x⅛	C
58	..643SW420	4R	9-11	8550	198	215	.....	14400	P40x8	DP40x8	Own 1AB	6-4⅝x5¾	Own 7B	U 4	No	TimSW410W	WF	R	10.2	69.1	8½x3x⅛x⅝	C

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.

*******—List price not yet established. Ready next issue.

Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.

Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.

Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.

Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tract rs.

(N) Not available as tractor.

(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.

(3) Corbitt—Larger engines and corresponding auxiliary units provided on all models.

(5) Dodge—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. G-81 available as special tractor truck with 146-inch wheelbase with model designation of G-80, at $5250. Model G-82 available as special tractor truck, with 146 in. wheelbase, with model designation of G-80 at $5250 and with 170 in. wheelbase with model designation of G-81 at $5285.

(6) General Motors—Models T-18 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional in Models T-43 T-51, T-61, T-83 and T-95 at extra cost. Trailing type axles available on Model T-95 at price deduction. Optional size engines available on Models T-85, T-85H, T-95, T-110 and T-130 at varying cost.

Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axle savailable on all models except AX and BX.
Gross weight indicated for each model in the table is the straight rating.
Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.

(8a) International Harvester—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.

(8b) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.

(10) Sterling—Rocker arm used in place of springs

(*) Sterling—These models also available equipped with Cummins Model H Diesel engine.

†Reo—Models 1C and 1D are the longer wheelbase editions of Models 1A and 1B. The frame dimension of both is 7x2¾x⅛. They are furnished at extra cost.

††Reo—2J same as 2H except 166 in. wheelbase and price of $1695

††Reo—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155.

(11) Studebaker-S-2 in 141 in. and 165 in. wheelbases has 6½ in. frame depth.
(12) White—Each model shown is furnished with different specifications for different tonnage ratings.

MAKES—ALL

AB—American Bosch.
AL—Auto Lite.

B—Bendix.
BB—Borg & Beck.
BE—Bendix front, Eaton rear.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Bf—Bethlehem.
Blo—Blood.
Bu or Bud—Buda.
BW—Borg Warner

C or Col—Columbia.
CB—Columbia front, Bendix rear.
Car—Carter.
Ch—Chicago.
CI—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Continental (governor).
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel

Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.

Eat—Eaton.
Ei—Eisemann
En—Governor built in engine
EV—Electro-Vac (gov.) Pierce.

Fe—Fedders.
Fu—Fuller.

Ge—Gemmer.
GO—G. & O.

Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).

Jac—Saginaw.
Jo—Jones.

KP—Handy.

L—Lockheed.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear
Lyc—Lycoming.

Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.

NE—North East.
No—Not supplied.
ns—No Standard.

O or Ow—Own.
Op or Opt—Optional.

Pe—Pierce (governor).
Pe—Perfex (radiator).
Pet—Peters.
PeS—Peters and Spicer.
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.

S—Steeldraulic.
Sal—Salisbury.
Sc—Scintilla.
Sch—Wheeler-Schebler.
She—Sheldon.
Shu—Shuler.
SpB—Spicer and Blood
Spi—Spicer.
SpP—Spicer and Pick.
Ste—Detroit Lubro (carburetor).
Ste or St—Sterling.
Str—Stromberg.

Ti—Tillotson.
T or Tim—Timken
TO—Timken front, Own rear.

WG—Warner Gear.
Wa or War—Warner Corp. (steering gear)
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin
Wo—Wohlrab.
Ws—Westinghouse.

Yo—Young.
Zen—Zenith.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	211	5.3	134	25.3	60-3100	L	C	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O6IHV	273	a	TX	117½	50½	34½	36x1¾	43⅜x3	N
2	217	5.8	144	25.3	75-3200	L	C	S	4-2¼	6¼	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O6IHV	365	a	TX	145	50½	38	39x2	43⅜x3	N
3	309	4.7	198	21.0	96-3000	H	C	S	7-2⅜	11¾	CC	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O6IHV	657	a	CD	218	114	34	42x3	56¼x4	N
4	517	4.5	340	51.3	108-2000	L	G	A	7-3	13¾	PC	No	Zen	M	DR	DR	P.BL	Pe	PeS	Tim 35000N	Ros	Ws4IA	630	H	FD	192	114½	33½	41x3	46x3¼	N
5	677	4.4	460	60.	125-1800	L	G	A	4-3½	11¾	PC	No	Zen	M	DR	DR	P.BL	Pe	PeS	Tim 17300	Ros	Ws4IA	630	H	FD	214	144⅞	34	42½x3	49½x4	N
6	200	4.7	126	24.0	48-2500	L	C	A	3-2⅜	5⅞	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	312	P	TX	123	64¼	34	38x2¼	40½x2½	N
7	215	5.1	137	27.3	60-2600	L	C	A	7-2⅛	9	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	312	P	TX	118	63¾	34	38x2¼	40½x2½	N
8	200	4.7	126	24.0	48-2500	L	C	A	3-2⅛	5⅞	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	312	P	TX	123	64¼	34	38x2¼	40½x2½	N
9	215	5.1	137	27.3	60-2600	L	C	A	7-2⅛	9	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	312	P	TX	118	63¾	34	38x2¼	40½x2½	N
10	248	5.0	150	27.3	64-2600	L	C	A	7-2⅜	10	CC	KP	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F304	Ros	L6IHV	414	a	TI	158	84	34	40x2½	44x3	N
11	360	4.6	240	40.8	90-2500	L	G	C	7-2⅜	12	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L6IHV	495	a	TI	155	84	34	40x2½	44x3	N
12	360	4.6	240	40.8	90-2500	L	G	C	7-2⅜	12	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L6IHV	495	a	TI	155	84	34	40x2½	44x3	N
13	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13	CC	KP	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7738	Ros	L6IHV	623	a	TD	182	102	34	42x2½	50x3½	N
14	677	4.4	460	60.0	125-2000	L	G	C	4-3½	11⅝	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B6IMV	504	G	T4	220	145	34	48x3½	40x5	N
15	517	4.5	330	51.3	110-2400	L	G	C	7-3	13⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	B6IA	864	G	4M	180	137	36	42¾x2½	44x3	N
16	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Cle	Own	Jac	B4rIA	557	a	TX	161	100¼	34½	40x3	50x4	½
17	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	817	a	TX	161	100	34	50x3½	45x4	N
18	616	4.5	450	57.0	149-3100	H	C	A	7-2¾	14	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	965	a	TX	161	100	34	50x3½	45x4	N
19	638	4.3	410	54.1	126-1850	L	G	C	4-3	10	PC	Pe	Zen	M	RB	No	dp.BL	Yo	Blo	Shu 715-11	Ros	WrIA	792	G	TD	139	88¼	38½	41½x3	53x4	N
20	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	52x4	N
21	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	44x3	N
22	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34½	40x2½	52x4	N
23	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6 HV	625	G	CD	168	101	34½	40x2½	52x4	N
24	453	4.7	300	48.6	98 2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
25	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
26	458	4.4	322	13.3	125-2400	H	C	A	1-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
27	638	4.3	410	54.1	126-1850	L	G	C	4-3	10	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
28	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
29	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
30	411	4.2	236	40.0	85- 400	H	C	C	7-2¾	13	FP	No	Str	V	RB	DR	D.BL	Ow	Spi	Tim 16302	Ros	T4IA	848	G	TD	180	120	38	44x3	60x4	½
31	427	4.2	267	45.9	100-2600	H	C	C	7-2¾	13	FP	No	Str	V	RB	DR	D.BL	Ow	Spi	Tim 16302	Ros	T4IA	848	G	TD	180	130	38	44x3	60x4	½
32	638	4.2	340	54.0	120-2400	H	C	C	7-2¾	13	FP	No	Str	V	RB	DR	D.BL	Ow	Spi	Tim 17300	Ros	T4IA	848	G	TD	204	130	38	44x3	60x4	½
33	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Cle	Own AK	Ros	O6IA	1044	a	FD	180	109	37	48x3½	52x4	½
34	754	5.1	510	76.7	240-2900	H	C	C	4-3½	10	PC	No	Zen	M	DR	DR	dp.Lo	Ow	Blo	Tim 27450tw	Ros	Ws6IA	782	Da	CD	111½	216	34	44x3	None	N
35	517	4.5	332	51.3	107-2000	L	G	A	7-3	13⅞	FP	Wa	Str	M	DR	DR	P.BL	Ch	Spi	Tim 26450tw	Ros	Ws6IA	1030	a	TD	192	124	33½	42x3	48x4	N
36	780	4.7	475	66.1	156-1800	L	G	A	7-3	16½	FP	St	Ze 2	M	NE	LN	dp.BL	GO	Spi	Tim 27451tw	Ros	Ws6IA	1030	a	TD	264	170	36	42x3	None	N
37	468	4.7	292	43.4	104-2300	L	G	C	7-3	13	FP	Ha	Str	M	NE	NE	P.Own	Ow	Spi	Own BX	Ros	O6IA	1118	a	FD	192	109	33½	54¼x3	48x3½	N
38	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Ros	O6IA	902	a	FD	192	111	33¾	50x3½	48x3½	N
39	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Spi	Own AC	Ros	O6IA	1052	a	FD	180	109	37	48x3½	52x4	½
40	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Cle	Own AK	Ros	O6IA	1044	a	FD	180	109	37	48x3½	52x4	½
41	706	4.8	427	60.0	138-1900	L	G	S	4-3	11	PS	Ow	Str	G	RB	LN	P.Ow	Ow	Spi	Own AK	Ros	O6IA	1052	a	FD	180	109	37	48x3½	52x4	½
42	706	4.8	427	60.0	138-1900	L	G	S	4-3	11	PS	Ow	Str	G	RB	LN	P.Ow	Ow	Cle	Own AK	Ros	O6IA	1044	a	FD	180	109	37	46½x3½	52x4	½
43	529	4.9	350	51.3	115-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 3	Ros	Wa2/4IA	1836	a	FD	Opt	98	34	44x3	46x4	N
44	707	4.5	455	60.	150-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own 3A	Ros	Wa2/4IA	1948	a	FD	Opt	128	34	52x4	46x4	N
45	855	4.5	550	72.	180-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp BL	Yo	Blo	Own 4	Ros	Wa2/4IA	1948	a	FD	Opt	128	34	52x4	46x4	N
46	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 30000H	Ros	L6IH	412	a	TD	156	90	34	40x2½	44x3	N
47	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L6IH	570	a	TD	168	102	34	40x2½	52x4	N
48	358	5.0	254	38.5	110-2800	F	G	A	7-2	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
49	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	Ws4IA	576	a	CX	Opt	88	34	48x3	58x4	N
50	677	4.4	440	60.0	125-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CX	Opt	89	34	48x3	58x4	N
51	677	4.4	440	60.0	125-2000	L	G	A	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
52	462	5.5	324	45.9	125-2400	F	G	A	7-3	13⅜	CC	Ha	Zen	M	DR	DR	D.Ow	No	Spi	Tim 26450N	Ros	O4IA	792	a	CX	192	94	34	48x3	(10)	N
53	677	4.4	440	60.0	125-2000	L	G	A	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4IA	792	a	CX	192	93	34	48x3	(10)	N
54	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	S	JX	192	94	34	48x3	(10)	N
55	462	5.5	324	45.9	125-2400	F	G	A	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4iA	1152	S	JX	192	94	34	48x3	(10)	N
56	396	4.9	250	38.4	100-2100	H	C	S	7-2¾	15⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	Lr4IHV	514	a	CI	194½	109½	34	42x3	51¼x4	N
57	519	4.0	333	45.9	118-2100	H	C	S	7-3	15⅜	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34	42x3	42x4	N
58	519	4.0	333	45.9	118-2100	H	C	S	7-3	15⅜	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34	42x3	42x4	N

Key to Abbreviations and Reference Marks

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.
B—Ball bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
"f—Tapered front

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
H—Hypoid.
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics
S—Solids.
DS—Dual Solids.
°—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels

HEADQU

>>> FOR BUS AND TRUCK

FIELD PROVEN

GREY-ROCK

BRAKE MATERIALS

include All Types of Heavy Duty Brake Friction Materials—BRAKE BLOCKS—WOVEN LININGS—MOLDED SEGMENTS and LININGS—FOLDED and COMPRESSED SEGMENTS. Not limited to merely one type of material, Grey-Rock Engineers are unbiased in recommending the proper friction material to give you the lowest cost per mile for your particular vehicle and operating conditions.

USE THIS

GREY-ROCK SERVICE

The Commercial Transportation Department of this company is organized—

1 —to scientifically diagnose your brake problems with you.

2 —to recommend the specific materials that have been engineered to your particular requirements.

3 —to co-operate with you to insure maximum satisfaction from the use of these materials.

4 —to provide a convenient source of supply and ample stocks for quick delivery at any time.

This service costs you nothing. It may save you much. Write

Commercial Transportation Department

UNITED STATES ASBESTOS DIVISION

of Raybestos-Manhattan, Inc., MANHEIM, PA.

Grey-Rock brake friction materials offer a complete line—Grey-Rock Brake Blocks; Grey-Rock Eagle (woven); Grey-Rock Bi-way (woven); Grey-Rock Molded (segments and rolls); Grey-Rock Folded Molded Segments. Other Grey-Rock Products include—Clutch Facings; Fan Belts; Radiator Hose; Rivets; Bolts; Packing, etc.